

Legislators Accept Banquet Bid

Track Star

A former CAP cadet from Ohio at the U.S. Military Academy at West Point is becoming an outstanding member of the track team by setting a new Academy and Field House record for the pole vault. Cadet Richard E. Plymale hopes to top 15 feet before season's end. See story on Page 14.

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Gala Event Slated For D.C. Statler

WASHINGTON — Congressional acceptances of invitations to the CAP 20th Anniversary Congressional Banquet on May 7 in Washington, D.C., are running more than 50 percent for both Senators and Congressmen, a tally before press time showed. The Statler Hilton Hotel will host the event.

Gen. Carl A. Spaatz, USAF, Ret., general chairman for the banquet, reported that acceptances from 167 Senators and Congressmen have already been received with several hundred others yet to be heard from.

Heading the Air Force list of distinguished guests will be Mr. John A. Lang, Jr., Deputy for

Guest List — Page 18

Reserves and ROTC Affairs, Office of the Secretary of the Air Force, and Gen. Frederic H. Smith, Air Force vice chief of staff.

Thus far, many distinguished military and civilian guests have accepted invitations, including Air Vice Marshal R. H. E. Emson, C.B., C.B.E., A.F.C., Air Attache of the British embassy; and Air Commodore Robert A. Cameron, C.D., Air Attache, embassy of Canada.

Mrs. A. R. Smith, president of the Air Cadet League of Canada—that nation's counterpart of Civil Air Patrol, and Mr. C. W. Douglas Taylor, League honorary president, will be accompanied by other air Cadet League officials.

A meeting of the Civil Air Patrol National Board will be held May 6-7, prior to the banquet. Region and wing commanders from the 50 states, Puerto Rico and the District of Columbia are expected to attend. Lt. Gen. Gordon A. Blake, USAF, commander of Continental Air Command—CAP's parent command—will be the guest speaker at the opening session of the National Board's two-day meeting.

Top Panels Slate Meets

ELLINGTON AFB, Tex. — Two important Civil Air Patrol conferences have and will be held at National Headquarters, Ellington AFB: the National Executive Committee convened late last month and the National Commanders Training Committee Meeting meets this month.

The National Executive Committee met under Chairman Col. William C. Whelen, March 30 to 31.

The training committee members headed by Lt. Col. Louise M. Thaden, chairman, are scheduled to arrive at National Headquarters on April 12 and convene on April 13.

Committee members expected to be present are: Col. John H. Batten, Wis.; Col. Louis A. Edwards, Mich.; Col. Robert H. Herweh, Ohio; Col. Richard C. Jaye, Wis.; Col. Edwin Lyons, N.Y.; Lt. Col. Samuel B. Davis, Sr., La; Lt. Col. George A. Field, N.Y.; Lt. Col. Gordon Higgins, Va.; Lt. Col. Alfred C. Nowitsky, Va.; and Maj. Leola L. Hennequin, Ohio.

Cadet Event Selections Start

Drill Match Dates Listed

NATIONAL HEADQUARTERS — The Air Force Academy will again play host to this year's National Drill Competition, Aug. 5-9, but there may be changes in procedure over past years for those attending, primarily in the billeting area.

Although not firm, present plans indicate the male cadets may be housed and fed at the U. S. Army's Fort Carson, while it may be necessary to billet the female cadets in motels or hotels in downtown Colorado Springs.

The uniforms for drill competition will remain unchanged, and are as follows:

Male Drill Team Members — Long sleeve, cotton khaki, shade 1, summer uniforms with blue tie, black socks and shoes, white gloves and white belts will be worn for all competitions. Flight caps with cloth cadet CAP insignia will be worn with the uniform; service caps are not authorized. CAP breast patch and wing shoulder patches will be worn and CAPC collar insignia on both sides of collar. Cadet insignia of rank will not be worn.

Female Drill Team Members — Summer uniform consisting of the cotton cord, two-piece dress of jacket and skirt; flight caps with cloth cadet cap insignia; smooth black leather pumps with medium heels not to exceed two inches; neutral shade of nylon hose and white gloves to be worn in all competition.

Drill teams were warned that wearing of ribbons, badges, aiguillettes (shoulder cords) and other accouterments are banned, as is the use of sidearms, rifles, sabres and bayonets.

Team members not in the uniform specified will cause their drill team to be graded low in the inspection phase of the grading form.

The cadet training office also announced several firm dates for other special activities. These include the Jet Orientation Scholarship at Perrin AFB, Tex., June 24-30; FAA Orientation Course at Oklahoma City, July 29-Aug. 5; Aerospace Age Orientation Scholarship (formerly JAOC) at Maxwell AFB, Ala., Aug. 5-11, and the Space Age Orientation Scholarship at Chanute AFB, Ill., Aug. 26-Sept. 1.



TELE-RAMA ASSIST—When the March of Dimes Tele-Rama was held in Asheville, N. C., the Asheville Cadets were on hand to lend support. Stars of the program were Chuck Connors and Johnny Crawford of "The Rifleman." Thirteen cadets and five seniors gave about 143 hours to help. Cadet Harold Walsh presented the cadet donation to Crawford.

States Make Nominations

NATIONAL HEADQUARTERS — Three more states this week announced their selections for nomination to Civil Air Patrol's annual special activities program.

First to report was the Pennsylvania Wing, which held its awards competition at Northeast Airport in Philadelphia to screen the 12 male and four female participants.

The scoring was based on five points for records, 10 points for personal inspection, 10 points for drill proficiency, 10 points for personal interview with judges on current events, aerospace education, courtesy and discipline. A total of 50 questions on the cadet Phase II course counted for an additional possible 50 points. Maj. Joel Friedman and Capt. Raymond Fender of the 111th Fighter-Bomber Wing, Pa. Air National Guard, were judges for the drill phase.

The winners and the activities to which they have been named are:

Cadet Lt. Raymond S. Karpchuk — International Air Cadet Exchange and Pennsylvania Cadet delegate to the 20th Anniversary Congressional Banquet in May in Washington, D.C.

Cadet MSgt Arthur DeAngelo — Jet Orientation Scholarship.

Cadet Lt. John Mercer — Space Age Orientation Scholarship. This is the third competition for Mercer; he went on the IACE to Canada in 1960. In 1961 he won the Jet Orientation Scholarship and this year will be his last year of competition.

Cadet Lt. Ronald J. Lang — FAA Orientation Scholarship.

Cadet TSgt Mary C. Schnupp — Jet Age Orientation Scholarship.

Cadet Lt. Bonnie Katzmar — In-

(See INFORMATION, Page 16)

(See STATES, Page 18)

Information Award Winners Announced

NATIONAL HEADQUARTERS — The Great Lakes Region, which ranked fourth in 1959 and third in 1960, squeaked past the Middle East Region to win the honors as having the most outstanding information program for 1961 in the annual National Information Awards evaluation.

The Great Lakes Region information program, directed by Lt. Col. Lloyd C. Dick, IO, barely nosed out Lt. Col. Carlton Bennett's Middle East Region program, which was named top in 1960. The Middle East was named runner-up, and the Southeastern Region IO program, directed by Lt. Col. Bettye Anderson, placed third.

A real dark horse in the form of the Minnesota Wing information program, directed by Maj. Robert E. Kost, IO, swept from sixth place in 1960 to take the top wing honors in 1961. Minnesota was followed closely by Michigan Wing, Maj. Roger H. Burgess, IO, in second place; and West Virginia Wing, Lt. Col. Melvin E. Hollar, IO, in third place. West Virginia Wing was the winner in 1960.

In the group information category, a well-planned information program paid off for Capt. James E. McEwen, Group IO for the Arthurdale, W. Va., unit, which was named the outstanding group

Safety Trophy Given To Great Lakes Region

NATIONAL HEADQUARTERS — The Paul Turner Safety Award for 1961 was won by the Great Lakes Region commanded by Col. John O. Swartz, CAP. The award is made annually to the region having the most outstanding accident prevention program during the calendar year.

Lt. Col. Ramon Walker, CAP, Deputy Chief of Staff for Safety, directs the program for the Great Lakes Region.

Col. Paul W. Turner, CAP, vice-

chairman of the National Executive Committee, donated the trophy in 1960, when it was won by the Southeastern Region.

Selection of the recipient of the trophy is made at National Headquarters. All necessary information is required to be submitted not later than January 31 for the preceding calendar year.

Factors considered in selecting the winner are: amount of flying time per number of aircraft; num-

(See SAFETY, Page 13)

FAA Plans to Require Renewal of Licenses

OKLAHOMA CITY, Okla.—A new records system to more effectively keep track of the nation's civilian pilots and their current skills is being planned by Federal Aviation Agency. The plan would affect all rated pilots of Civil Air Patrol.

Designed to make use of modern automatic data processing concepts, the proposed new system involves periodic renewal of airman licenses to keep records up to date. Current information on all civil aircraft will also be kept in the system. Records will be maintained at the Aeronautical Center, Oklahoma City.

"Accurate, current information regarding our airmen and aircraft is necessary for development of a National Aviation System," Administrator N. E. Halaby said in announcing the records plan. "We must know the nature of the needs and the elements we are working with to implement intelligently Project Beacon's recommendations on airspace utilization and procedures."

"The new records system will also enable the FAA to pass along safety information and advisories to airmen quickly," Halaby said.

Along with its value to the agency for planning development of civil aviation, and in communicating with airmen, this data is needed to plan the role of civil aviation in a national emergency. This is particularly important in view of the emergency readiness responsibilities President Kennedy has just given FAA.

To bring its records up to date, the FAA plans to require the holder of a certificate—such as pilot, mechanic, dispatcher, controller—to renew it during the two years after the program

is launched, probably next year. This would be done with a simple application. No examination is involved.

This new certificate would be valid for two years. It could be renewed through the mail without examination anytime up to two years after it expired. After that, a suitable examination would be required to get another certificate. Recent experience and total experience would be considered in this examination.

FOR AIRMEN who must take periodic medical examinations, renewal would be automatic when they pass the examination. Where some privileges require a medical exam and others do not, all privileges would automatically be renewed at the time of the examination.

Certificates of the future will probably be small plastic cards, similar to regular commercial credit cards. All of the airman's certificated privileges and his medical certificate would be on the one card. The card would bear the airman's Social Security number.

Currently, airman certificates are issued for an indefinite period. Although there are requirements for medical exams and for maintaining proficiency, there is no present means of keeping the central record system up to date. Approximately 1,800,000 certificates have been issued since 1926. All of them remain in the files.

The aviation community will have an opportunity to comment on the new records plan this month when it will be discussed at the eight Air-Share meetings scheduled across the nation. There also will be the normal opportunities for public comment as the plan moves through the formal procedure for making rules.



CERTIFICATE OF Merit was recently awarded to Col. James D. Hunter, USAF, (right) Chief, Los Angeles Office of Information, USAF, by Col. Herbert Barnett CAP, (center) California Wing Commander, for outstanding support of Civil Air Patrol. Deputy Wing Commander, Lt. Col. Paul E. Greene, CAP, (left) participated in the ceremony.

'Answering Service' Gives Aid in California Floods

GOLETA, Calif. — Members of the Goleta Composite Sq. 67 recently volunteered their services in answering inquiries concerning highways, landslides and floods in the area of Santa Barbara.

The police department, highway patrol and radio stations were overwhelmed with telephone calls regarding safe highways and general weather conditions. The "CAP Road Guide Agency" was announced to the public via radio and television with available telephone numbers. In a short time they, too, were swamped with calls.

By keeping in constant touch with appropriate agencies, the CAP volunteers were able to give out current information regarding conditions in the area, and so saved official agencies much valuable time.

The commander of the Goleta Sq. reported the answering service was manned on a 24-hour basis un-

til the emergency was declared over.

Members participating in the project were CWO G.E. Eaton, Lt. E. L. Dartanner and S/M P. S. Patterson. All agreed that, if necessary, they would again volunteer their services for a similar emergency.

Cochran Wins Trophy

WASHINGTON — Jacqueline Cochran, America's foremost aviatrix and a lieutenant colonel in Civil Air Patrol, recently was presented with The General Electric Trophy for setting eight new speed, distance and altitude records. The trophy is awarded annually for significant achievement in aviation.

Miss Cochran established these records while making a series of flight demonstrations for the Northrop Corporation in their supersonic T-38 Talon trainer.

Illegal Hikes Could Lead To Demotion

NATIONAL HEADQUARTERS — Officials at National are becoming concerned with increased indications from the field that Civil Air Patrol cadets are being promoted to cadet grades for which they are not eligible.

This is being reflected in processing applications for the Certificate of Proficiency and indicate promotions being made to unauthorized grades prior to the COP being awarded.

Cadet training officers point out that the highest grade a cadet may properly attain before receiving the Certificate of Proficiency is cadet technical sergeant. Promotion above this grade prior to receipt of the COP is illegal.

Eligibility for cadet promotions are clearly stated step-by-step in Attachment 1, CAPR 50-6, dated August 18, 1961. This attachment spells out promotion requirements through the grade of cadet captain. Eligibility for promotion to grades higher than cadet captain is covered by paragraph 4, CAPR 50-6.

COMMANDERS at all echelons were being urged this week to take action to reduce cadets to proper grades, those grades which their qualifications show they have earned. A similar recommendation was made in the monthly Cadet Training Newsletter, which states "Cadets promoted to cadet grade they have not earned should be reduced to the grades for which their training indicates they are eligible."

Promotions to a grade higher than that for which the cadet is eligible nullifies established promotion criteria, officials said. It discourages cadets from entering Phase III training, is contrary to character development and leadership training, sets a poor example for new cadets and generally decreases the overall effectiveness of the cadet training program. Some sources felt it also encourages the cadet to try to get "something for nothing."

A cadet may be assigned the responsibility of a position, but may not be promoted to the grade a position calls for until he is qualified.

Commanders should take necessary action to insure that cadets are not promoted until qualifying criteria have been met, as authorized in CAPR 30-7 and 50-6. Positions authorized for filling by cadets are covered in CAPR 20-1.

Asteroids New Weapon

A space analyst believes "asteroid bombs" could be used as a retaliatory threat to potential aggressor nations and could be an important factor in maintaining world peace.

Diverting a "close approach" asteroid from its orbit and aiming it toward earth appears technically feasible. The asteroid would strike the earth with such force that it could destroy a whole continent, according to D. M. Cole of General Electric's Missile and Space Vehicle Department.

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Radio Man, Blind Since Birth, Serves CAP



ONE OF THE MOST dependable communicators in the Maryland Wing net is Lt. Bert Compton of the Parkville CAP Squadron. Compton, who has been blind since birth, operates Plant 31 for CAP, and a ham with the call letters W3WCH. He has been an active CAP member since late 1953.

PARKVILLE, Md.—Bert Compton, blind since birth, is an active man in CAP, and has been since he joined in 1953.

Busy in communications for the past eight years in the Parkville CAP Squadron, it was his radio that first brought him in contact with Civil Air Patrol and the Parkville unit.

Compton was "hamming" it up one night on W3WCH, talking to Capt. Milt Beatty, communications officer for Parkville. Beatty was talking on W3EFB. Visiting Beatty at the time was the then Capt. William M. Patterson, commander of the Parkville unit. (Patterson now commands the wing with the rank of colonel.)

Patterson asked Compton if he would like to join Civil Air Patrol and Bert's answer was "affirmative."

In November, 1953, Compton attended four meetings of the Parkville Squadron, liked what he "saw," and filled out his application for CAP membership. His identification card came through and he was "in" and has stayed active ever since.

Lt. Compton, as a civilian, assembles accessory parts at Black & Decker Manufacturing Company's Hampstead plant.

Compton operates Plant 31 on the Maryland Wing net and he passes traffic for Parkville.

When he's not at Black & Decker, or at his home at 1720 Orlando Road, Towson, he's likely to be on a bus to Wisconsin to visit his family there.

If he should be home—and not hamming on W3WCH—he may be picking up traffic on 4585 or 148.14 on his dial; or most likely listening to either hi-fi or his stereo tapes.

Compton can frequently be found in his kitchen whipping up a favorite recipe from his Braille cookbook. He is a self-taught cook, and one of his favorite gadgets is a Mirro-matic pressure cooker, which came with the cookbook.

Not long ago he installed a six-meter beam on his tower at home. He had a lot of help with the project, but none of the volunteer assistants would climb the tower to put the beam on top.

So, with beam on back, Compton climbed the tower and installed it, with the ground crew shouting instructions and encouragement as he worked his way up the tower.

Bert Compton's jovial and sincere philosophy rubs off on all who meet him—but if he wants to have something done to that six-meter beam on top of the tower, he'll have to do it himself.

Supersonic Jet Flown By Maryland Senior

By LT. COL. A. C. ROBIDOUX, CAP
10 Maryland Wing

LEXINGTON PARK, Md. — CAP Warrant Officer Nancy E. Lynam of St. Mary's Squadron is Maryland Wing's first woman jet pilot. She flew the jet—a Navy F9F-8T—the first day she had ever been up in one, and broke the sound barrier while doing it.

The blonde aviatrix went up for her first ride on the morning of March 1, learned all she could about the aircraft during the hour and three-quarter flight, and on the afternoon of the same day was at the controls of the plane for a second hour and three-quarter flight.

The two jet flights were authorized by the command of the Naval Air Test Center at Patuxent River and by the Maryland Wing headquarters. The Navy jet is assigned to the Weapons System Test Division of the Naval Air Test Center.

Nancy's husband, Lt. Cdr. Donald M. Lynam, USN, is assigned as a project pilot at the Weapons Systems Test Division. It was because of her husband that she first learned to fly.

She wanted to "understand what Donald is talking about" after a day's flying. Ever since she has been stationed with her husband at Patuxent River, she has wanted to fly a jet.

In November, 1960, she became the first woman pilot to undergo an ejection seat checkout for jet flights at Patuxent. The spine-jarring "shoot seat" ride was just a teaser to her, and she wanted to actually pilot a jet plane all the more.

IN THE MEANTIME she had heard about St. Mary's Squadron being located just outside the main gate of the sprawling Naval Air Test Center; after talking with Lt. Claude C. Parker, Jr., the squadron commander, they were both certain there was a definite place for Nancy in the unit.

She joined Civil Air Patrol last November and is now the director of administrative services and personnel officer. She flew the squadron's PA-18 on sorties in the annual effectiveness test of the Maryland Wing out of Lee Field, Annapolis.

But with those jets flying over her home at Patuxent daily, her husband's glowing account of jet flying and all this aerospace jazz at Civil Air Patrol—she just had to fly a jet.

Her request for flight authorization went right to the top at NATC and Maryland Wing CAP headquarters and approval came from both places. The flights—one for familiarization and the other to ride the front set—were set up for late in February.

The flights were postponed for one day due to weather, but on the second day her dreams materialized.

At 40,000 feet, WO Lynam could see from Wilmington, Del., to Oceana, Va.

"Everything was so spectacular. The visibility was fantastic," she said in describing her first flight in the F9F-8T. Capt. George Sult, USN, commander of the Weapons Systems Test Division, was the pilot on this first hop. Once airborne, he would run through a maneuver and WO Lynam would then duplicate it.

"There was no noise except for a nice little hum of the engine that made us feel so comfortable," she said of the ride. "It was so quiet and smooth I felt like a bird."

CAME THE AFTERNOON flight and a much more relaxed Nancy climbed into the front cockpit of the F9F-8T. "I felt like an old pro this time," she stated, "I started the engine, completed the ground checks, called the tower, was cleared, taxied and took off."

Lt. Jack Wildman, USN, another test pilot, was in the rear seat as WO Lynam took the jet up to 25,000 feet, practiced stalls and rolls, flew up to Newcastle, Del., "with Patuxent in sight the whole time," and burned off enough jet fuel to take the aircraft up to 40,000 feet.

"And then I dived straight down to Mach 1, pulling out at 20,000 feet," she said. "After that I practiced slow flight for the feel of the plane for landing, and I did loops and wingovers and just loved doing rolls. During the flight I think we pulled four or five Gs, but it didn't bother me at all."

There was heavy traffic around Patuxent when she brought the plane in for a landing. She followed another jet into the field with a Convair close behind her, and her landing speed was a bit too fast, so, she touched down and took off again. Her second attempt was waved off by the tower because of traffic, but the third time around she made a beautiful cross-wind landing.

Lt. Wildman had told her before the flight that she was going to do all the flying, and she did.

So, added to her 350 flying hours in reciprocating-engine jobs like the T-34, L-17B, Tri-Pacer, Mooney Mark 20-A and PA-18, is a total of two and one-half hours' pilot time in the F9F-8T.

"It will be a let-down to get back into CAP's PA-18," she commented after her jet flight.

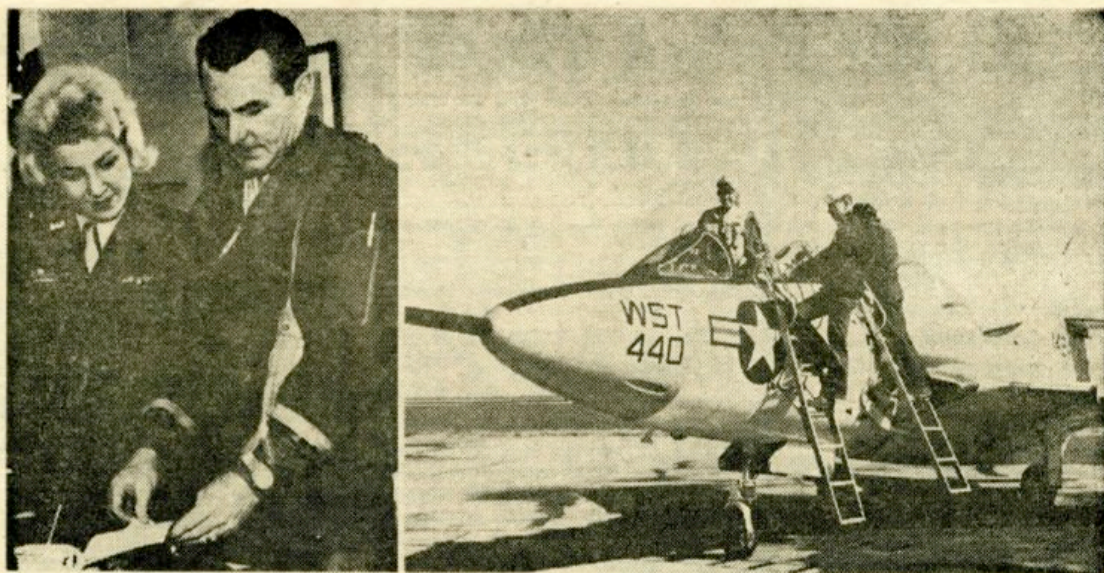
NOW SHE IS looking forward to the Powderpuff Derby, which she hopes to enter for the second time. Last year she flew her first race in a Mooney Mark 20-A, finishing 25th in a field of 101. Some of the entrants had flown in all 15 of the derbies. She was the first in her airplane class and was one of 30 flying in the race for the first time.

While stationed with her husband at VF-141, San Diego, Calif., she learned to fly. She received her private pilot's license just one year after she began her lessons.

Mrs. Lynam is a member of the Washington, D.C., chapter of the Ninety Nines, an international organization of women pilots; a member of the USAF Aero Club at Quantico, Va.—its only active woman member; a member of the Aircraft Owners and Pilots Association; and the National Aeronautics Association.

She and her husband are the parents of Terri Lynn, 7½, Lissa Ann, 5½, and Donald Kirk, 3½.

According to her own statements, when the call comes for lady astronauts to go into space, Nancy E. Lynam will be right down in front ready to go.



JET PILOT WO Nancy E. Lynam, CAP, St. Mary's Sq., Md. Wing, checks plans for her jet check-out ride with Capt. George Sult, USN, commander of the Weapons Systems Test Division, Patuxent, Md. (Official US Navy Photo.) Right: WO Lynam enters the cockpit of an F9F-8T prior to her second flight when she flew the entire mission and exceeded Mach 1. Lt. Jack Wildman, USN, test pilot and IP, rode the rear seat during this flight. (Photo by Lt. Richard Bohnke, CAP.)

Ohio Unit Readies Move To Larger Headquarters

AKRON, Ohio — Through the efforts and generosity of Mr. Fred Bailey, Akron-Canton Airport superintendent, the Canton-Massillon Composite Squadron has been given permission to occupy a recently-vacated concrete block building on the southwest section of the airport.

The building measures 30 by 70 feet, plus a small supply room and restroom facilities. A special staff meeting for seniors was held to discuss the relocation of the unit, and plans were immediately drawn up for necessary remodeling of new quarters.

The structure has a convenient access by way of Route 241. Because of the building's setting in a wooded area, many extra-curricular activities will be provided for cadets of the unit, including archery and rifle ranges.

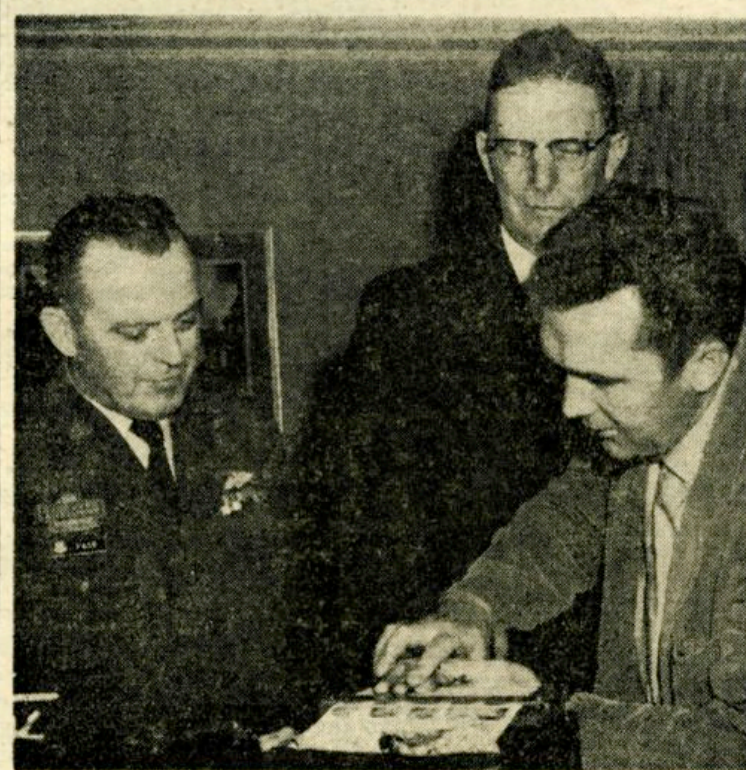
Both senior and cadet personnel

will schedule work details so the building can be occupied at the earliest possible date, according to Maj. Ted M. Stults, squadron commander.

The present headquarters will continue to serve the unit in the capacity of "flight operations." The unit's Link trainer, now at Yoder Airport, will also be moved to the old building.

One of the first major projects on the agenda as soon as the move has been completed will be an all-out recruiting drive, particularly for cadets. The increased floor space in the new facility will permit a strength of about 50 cadets, which is approximately double the squadron's present count.

At present, the unit is on "scrounging detail," attempting to locate equipment such as oil space heaters, chairs, desks, filing cabinets, wall and ceiling board and light fixtures with which to outfit the new headquarters.



GOVERNOR Archie Gubbrud of South Dakota was recently made an honorary member of CAP, and presented with a set of lieutenant colonel's oak leaves by Col. John E. Page, S.D. Wing commander. Gov. Gubbrud will serve on the wing advisory council. To make it official, the governor's fingerprints for his application were taken by Clayton Vickmark, State Department of Criminal Investigation agent, while Col. Page looked on with approval. (Photo by Lt. Col. Ila Headman, CAP.)

New Form 11 Revises Rules For Certificate

NATIONAL HEADQUARTERS — CAP's Application for Certificate of Proficiency, CAP Form 11, has been revised and sent to the printers with an expected distribution date this month. The new Form 11 will have a direct effect on all cadets working to earn the COP.

Cadet training officials at National Headquarters believe the revised form to be an improvement over all previous formats, and another step forward in improving the overall quality of Civil Air Patrol's cadet training program.

Personnel in the field responsible for processing applications for COPs will use the revised form only after June 30. The old Form 11 currently in effect may be utilized until that date for application.

After June 30, however, any applications received that are not on the March, 1962, revision of Form 11 will be returned for reaccomplishment on the proper form.

This closing date allows CAP units about two months in which to secure stocks of the new form in adequate quality to fill local needs.

Cadet Guard Honors Glenn

Following his triumphal tour of New York City, astronaut John Glenn departed the city via Newark Airport. A group of 35 cadets and 15 senior members of the Hoboken Cadet Squadron joined in the formal honors for Glenn at Newark. The group, commanded by Capt. Frederick Kiesche, made up part of the honor guard that saluted Glenn at the airport entrance and formed a pathway from the speakers' stand to the aircraft in which he departed. A color guard from the unit was also used in the ceremonies in which Gov. Richard J. Hughes and Mayor Leo Carlin expressed the admiration of the people of the state and city.

Hangar Construction

The Kenai Composite Squadron, Alaska Wing, has started construction on a hangar to house their assigned L-20 aircraft and provide ready airlift in sub-zero weather. Valuation of the hangar, after completion by volunteer CAP personnel, will be in excess of \$5000.

Civil Air Patrol Times

Banquet Chairman

By Charles J. Wood

The Civil Air Patrol Times is an authorized publication of the Civil Air Patrol, a private benevolent corporation, and an auxiliary of the USAF, existing under, and by virtue of, acts of the Congress of the United States—Public Law 476, 79th Congress, Chapter 527, 2nd Session, July 1, 1946 (36 U.S.C. 201-206) and Public Law 557, 80th Congress, Chapter 349, 2nd Session, May 26, 1948, as amended, (5 U.S.C. 626, 1 & m). Opinions expressed herein do not necessarily represent those of the U. S. government or any of its departments or agencies.

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Your Report to Congress

IN REVIEWING the facts being compiled to make up the Civil Air Patrol's 1961 report to Congress, I wish there had been much more progress to report.

When I present your annual report to the distinguished guests at our 20th Anniversary Congressional Banquet on May 7 in Washington, I shall briefly state the more significant facts, but I will have as my main theme the commitment that Civil Air Patrol has made to further our Long-Range plan.

All members of Congress will have received your 1961 Annual Report by mail prior to the banquet. Some of them will have scanned it casually beforehand; others may have read the promise it holds. In any case, when I stress the plans we have made for the next few years, I expect many of them to return to read more carefully the first portion of the report titled, in part, "year of denouement."

It is there that they will find that we have at last, for the first time in CAP's peacetime history, evolved a concrete plan that can mean, in the span of a few years, the most effective Civil Air Patrol this country has ever known.

Yes, this report is about a year of denouement—a year ending a period of building a firmer foundation for progress, and producing a long-range program with definite goals to be achieved each year so that we can make orderly progress toward our ultimate goals.

In some areas, stronger wings outweighed others to bring national statistics up a small amount but, generally speaking, we managed, as usual, to maintain the status quo.

I am not enamored with statistics as such, but they do provide us with useful measures of progress and in many cases they are the only measure we have.

As of the end of 1961, cadet membership had increased while the senior total dropped slightly. But the grand total moved well over 72,000, a considerable increase over 1960's total of less than 70,000.

Organized units increased primarily, and properly so, at squadron level with 33 new composite units and 12 new cadet squadrons. Seniors formed five new units.

These two items alone would indicate that, early as it is, we are beginning to make progress toward achieving the goals of the Long-Range Plan. As you know, we are planning for 100,000 cadets and 60,000 or more seniors by the end of 1966. If the 1961 year-end figures really mean that we have begun to overcome inaction and complacency, these goals can be attained well before 1966.

Paradoxically, I note a decline of nearly 200 in member-owned aircraft. We cannot be very proud of our inventory of 4000 member-owned aircraft when we look at the almost untapped potential of more than 75,000 private aircraft owners in our country. If we are to put flying back in Civil Air Patrol, thousands of these private aircraft owners must be recruited. The OPS program was designed to facilitate this recruiting. I also see a decline of 635 in reported licensed pilots as compared with last year. This is a matter of reporting, I hope.

Our radio network gained nearly a thousand licensed stations. Encouraging.

These are just some of the items worthy of consideration on the operations side of the log.

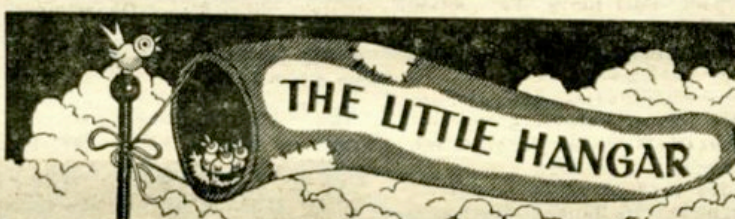
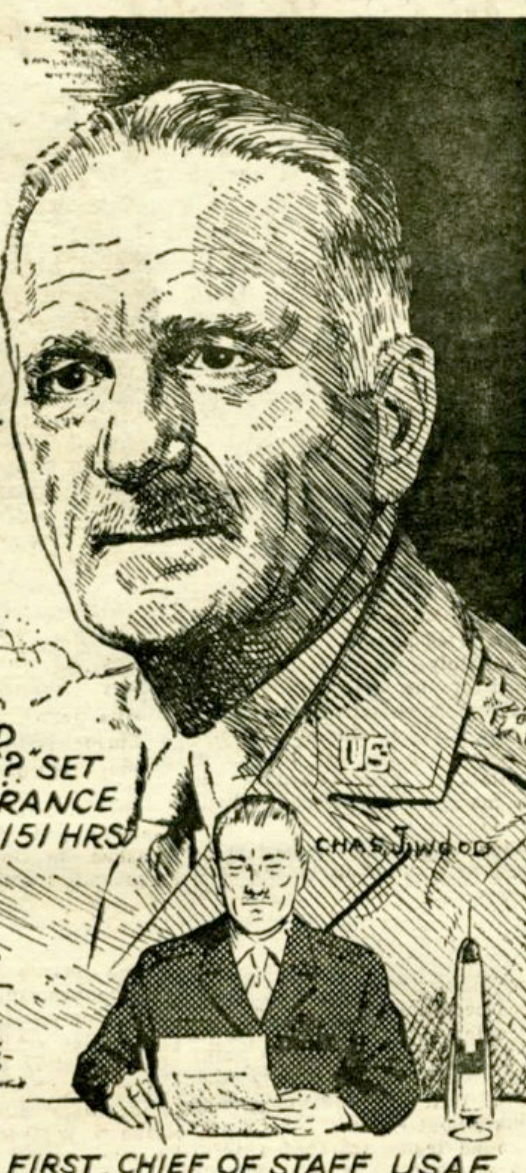
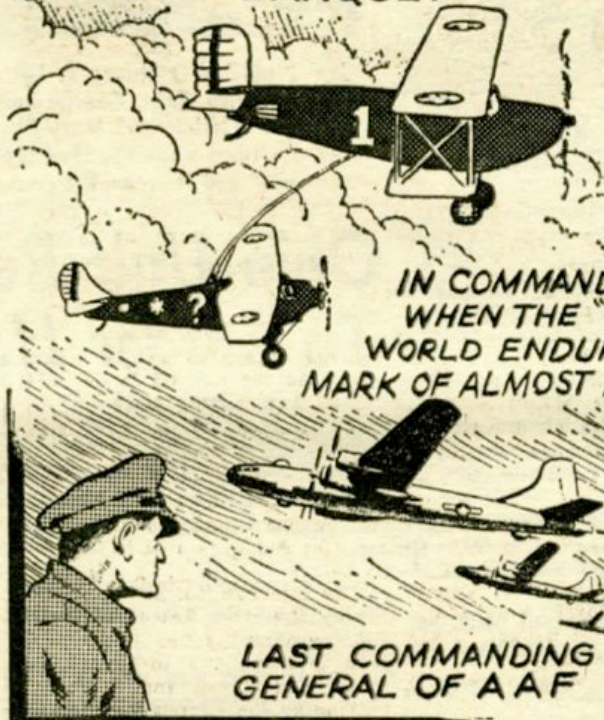
Our Aerospace Education program continues on "go." Sixty high schools added CAP's aerospace course to their science curricula for a total of 560 throughout the states and Puerto Rico.

Nearly 6000 teachers and school administrators were exposed to aerospace technology in the 117 workshops co-sponsored by leading colleges and universities.

I must admit to considerable disappointment that there isn't a greater amount of progress to report to Congress, but at last we do have a plan and we do have goals. I am hopeful that when 1962 ends, I can show Congress in our next report a substantial trend toward progress in each portion of the Long-Range Plan.

May I suggest that you urge your own Congressmen to

Carl "Tooney" SPAATZ 1962 CHAIRMAN OF CONGRESSIONAL BANQUET



NO WAIVERS . . . Many commanders in the field still have misconceptions as to "waivers" and "alternates" in regard to summer encampments. Cadet training officials at National indicate there are no waivers granted for summer encampments. This encampment is an integral requirement of the cadet training program and must be completed before a COP can be issued. CAPR 50-6 does provide a means for substituting a summer encampment alternate instead of the required encampment on an Air Force base. This alternate is not a waiver, and it must be submitted to National for approval prior to its accomplishment.

ACADEMY ASSIST . . . Units needing an Air Force speaker for a "large" meeting, may find assistance forthcoming from the Candidate Advisory Service, U.S. Air Force Academy, Colo. This service is interested in telling the Academy story and is equipped to provide interesting graphic presentations. Commanders should give the service requirements well in advance, and give pertinent details such as number of people, age group, type of organization, etc. Requests should be signed by the unit commander.

REMINDER . . . Armed Forces Day will be held on May 19. Commanders and IOs should work closely with official project officers at nearby military installations and take an active part in the national observance. This year's program will again be built on the DOD slogan "Power For Peace."

REVISION . . . The color slide presentation, "CAP Story," and accompanying narrative script are in the process of being revised. The project is expected to be completed this month, and revised slides and amendments to the script will be distributed nationally to all regions and wings.

be with you at the 20th anniversary banquet next month? Personal contact with their constituent members of CAP will certainly bring the great potential of our organization closer to them, and your efforts to get them to attend will be an indication of the vitality of Civil Air Patrol. They will be glad they came.

Paul C. Ashworth

Paul C. Ashworth
Colonel, USAF
National Commander

Letters

Memories

DENVER, Colo. — I have read with much interest the 20th Anniversary issue of CAP TIMES. That issue brings back many memories of the first days of CAP when we started it in Washington.

I was in on the birth of your fine organization and the pains of birth were very severe. That it lived at all with so much against it at the start was really a marvel and a tribute to the people who unselfishly fought to keep it alive until it could demonstrate its value to the national defense.

We at headquarters were not historically-minded — we were just too busy for one thing — so not much of the inside story of the struggle was put on paper. Only Earle Johnson and I were familiar with it all intimately. Reed Landis and my aide, Capt. Robert Taylor, knew quite a bit about it . . . as did Gill Robb Wilson. Gill, as I remember it, was absent in New York from time to time. He was always a tower of strength. To him I give most of the credit for the Atlantic City operation which saved our official lives.

Incidentally, as the first commander of the first bombing school in this country, I started Ellington Field in the fall of 1917.

JOHN F. CURRY
Maj. Gen. USAF (Ret.)

CAP Plates

BERWYN, Ill. — Your December 1, 1961, issue contained a letter from Cadet Richard Wolchetshe of Menasha, Wisconsin, in which he suggested the use of the prefix letters "CAP" on the auto license plates of Civil Air Patrol members. I, along with many other CAP members, feel that this is

(See LETTERS, Page 17)

Three Wings Join in Hunt for T-29 Lost in Mountains

KIRTLAND AFB, N.M. — Thousands of manhours and hundreds of flying hours have been expended in the search for an Air Force T-29 lost en route from Amarillo AFB, Tex., to Hill AFB, Utah, via Tucumcari, Las Vegas, Santa Fe, Grand Junction, Salt Lake City and Ogden. Though the search has been temporarily suspended pending further leads, it has not been officially closed.

The T-29, with Capt. R. E. Bellamy, USAF, pilot, and two crew members, Maj. J. E. Lunsford, co-pilot, and SSgt. E. L. Fairey, flight engineer, disappeared during severe weather conditions marked by high winds, snow and surface turbulence.

Three Civil Air Patrol wings, Colorado, New Mexico and Utah, were alerted and joined the search immediately. During the entire period of the search, flyers and ground parties were hampered by adverse flying conditions and snow drifts six to eight feet deep. The mountainous and hazardous terrain made ground search difficult and dangerous.

Many leads were reported to the authorities centering in the Dove Creek-Marco area. It was reported that a multi-engine aircraft was heard flying low but hidden by falling snow.

The mission was directed by Air Force personnel. CAP joined with police departments, sheriff's posses, Air Force search and rescue teams, civilian volunteers and many other federal, state and municipal groups in the all-out effort.

Ground teams searched suspected areas with snow cats, on skis, snowshoes and on foot. The weather consistently militated against the searchers, but no lead was left unchecked.

The Air Force finally placed the Civil Air Patrol searchers on standby. They were physically exhausted and all available leads had been checked out.

At press time, final reports of the numbers of personnel, aircraft, sorties or flying hours were not available. On-the-spot reports indicate that this was one of the most intense rescue missions ever mounted in this area, famous for its scenic beauty, but deadly dangerous for flying personnel downed under adverse conditions.

ALLENTOWN, PA. — Ranger teams of the Pennsylvania Wing, answering their first call for aid in 1962, again proved their value by finding the wreckage of PA-23 which had crashed near Bloomsburg, Pa.

Legionnaires Cite Members

MADEIRA BEACH, Fla.—Three members of the Florida Wing were cited by American Legion Post 273 recently for their meritorious service in Civil Air Patrol.

Honored were Maj. Priscilla M. Hoon, Group III director of cadets; Cadet Lt. Damon Rath, cadet commander of the Gulf Beach Cadet Squadron, and Cadet Lt. Thomas Corcoran, cadet executive officer of Gulf Beach Cadet Squadron.

The awards were presented to the three members for their devotion to the CAP program, and in recognition of the many extra hours they devoted to regular and special activities.

Maj. Hoon has been a member of CAP for 10 years, while the two cadets have served for two years each. The Gulf Beach unit holds its regular meetings in the Legion post's hall, one of the largest in the state.



INSPECTION TEAM made up of CAP members and municipal officials flew over a flood area near Louisville, Ky., recently. The Ohio River crested, causing damage in the millions of dollars. Lt. Philip Riggs, Kentucky Wing, flew the mayor of Louisville on an inspection tour of the flood damage. From right: Mayor William O. Cowgar, Riggs, Judge Marlow Cook, and Maj. George Frits, GLR.

The aircraft flown by Francis Gengler, 44, Mt. Carmel, Pa., crashed on Ona Mountain Road, eight miles south of Bloomsburg. Mrs. Barbara Gengler, 42, and Carol Gengler, 17, passengers on the plane, also lost their lives.

The search, centering around mid-Pennsylvania, was directed by wing commander, Col. Phillip F. Neuweiler, CAP, who was assisted by Lt. LeRoy Boyce, wing administrative officer. Ranger operations were directed by Lt. Col. John N. Weaver, wing ranger commander.

The Piper Apache was en route from Raleigh-Durham Airport, N.C., to New Cumberland State Airport, Harrisburg, Pa. Civil Air Patrol squadrons from Harrisburg, Bloomsburg, Williamsport, Sunbury, Northumberland and Ashland were alerted immediately and conducted ground interrogations in their respective areas.

Adverse weather limited aerial search, but 10 Ranger teams initiated ground search at once. The Ashland team, under the direction of Lt. John Yeager, located the crash site and found all victims dead.

The Williamsport Ranger team under Lt. Lamar Bowman, joining with the Bloomsburg team led by Lt. Russell Kressler, placed security guards around the site pending the arrival of the FAA investigating unit.

Authorities reorted the pilot had contacted the Williamsport tower and requested runway lights at the Shamokin airport. The tower then lost contact with the plane and it was never heard from again. The pilot had been on an instrument clearance and was considered an excellent pilot.

DENVER, COLO. — A Beech Bonanza 35 lost while en route from Las Vegas to Denver was located crashed on a mountainside. Neither the pilot nor his passenger survived.

Colorado Civil Air Patrol was called into the search with civilian volunteers, sheriff's personnel, the Rocky Mountain Alpine Rescue Group and U.S. Army helicopters.

The pilot last reported his position about 44 miles west of Denver, confirmed by radar, at about 13,000 feet. The mountains in this area range from 11,000 to 13,000 feet. The dangerous altitude of the aircraft was attributed to severe down-drafts. The pilot stated that, because of stormy conditions, he was turning back to Kremmling. The aircraft was not heard from again.

No survivors were sighted at the scene of the crash and it was estimated that the accident oc-

curred higher up on the mountain and the aircraft fell or slid to its final resting place.

A helicopter from Ft. Carson crashed while attempting to land at the crash site. The aircraft sustained major damage but personnel on board suffered only minor injuries and were able to walk out to safety.

The International Ski Patrol, the Rocky Mountain Rescue team and CAP ground parties broke their way into the site through heavy snow, underbrush and drifts.

Finding the victims was delayed due to the extreme weather conditions, but they were finally located by CAP personnel and Grand County Sheriff's Department ground parties.

BANNING, CALIF.—An Apache Cherokee with four persons on

board was located crashed near here recently. There were no survivors.

The aircraft piloted by W. Fisher, Garden Grove, Calif., left Corona, Calif., for Gila Bend, Ariz. The Thermal, Calif., radio heard a "Mayday" call from the plane and alerted the Civil Air Patrol Wing.

Participating in the search were the Riverside County sheriff's ground team, the Banning city police, the Desert Sky Divers and local CAP units.

DIXON, KY. — Cornell Hill, 76-year-old resident of Webster County, became lost in remote regions of this sparsely settled area. She was last seen about 1000 yards from her home. Terrain in this area is extremely hilly and rough, with tall grass hindering both aerial and ground search.

Personnel of the Kentucky Civil Air Patrol Wing were called on to aid in the search. One helicopter from Camp Campbell participated, but with negative results. A civilian volunteer finally located the woman, who had died of exposure.

CAP joined the state police, sheriff's department personnel and civilian volunteers in the search effort.

BRACKETT, CALIF. — Search for a Cessna 175 and possibly three survivors was suspended recently due to severe weather conditions and lack of leads as to the whereabouts of the aircraft.

The plane left Brackett for Cathedral City, Calif., piloted by Robert Burke and disappeared somewhere en route. Nothing was heard from the aircraft after take-off.

ANCHORAGE, ALASKA — Search and rescue and mercy mis-

sions continue to require Civil Air Patrol Pilots to fly in a great variety of weather conditions. The winter season in this state is always the most dangerous and difficult.

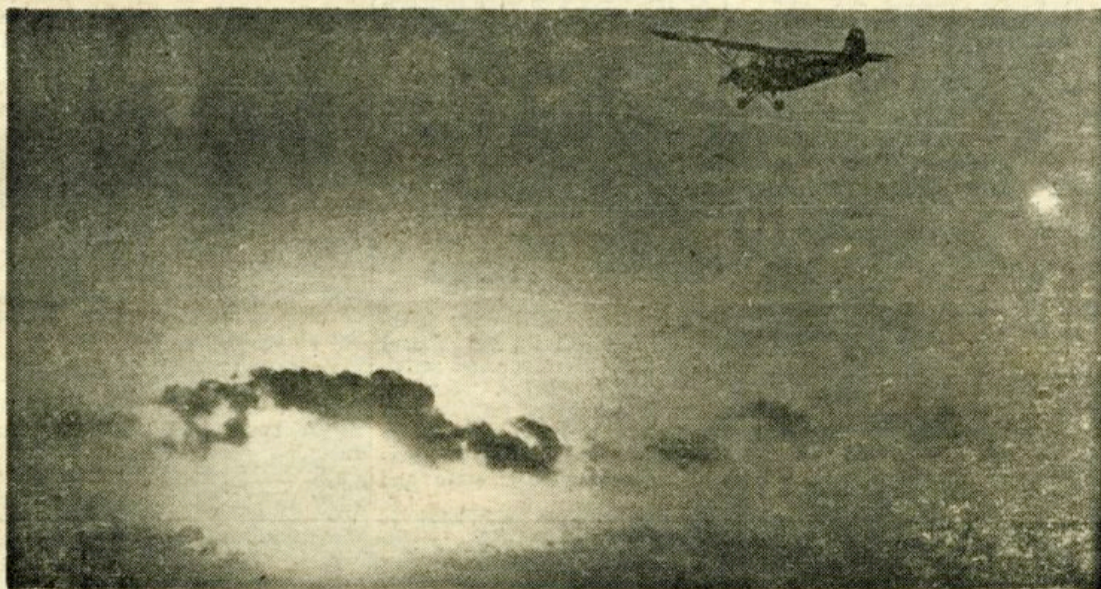
Ralph Kosloski, flying from Anchorage, was lost recently, and the King Salmon Squadron was called on for help. Severe weather conditions limited search activities and the mission was temporarily halted waiting for clearing conditions.

The Kotzebue Squadron was called on to help locate Allen Bontragger and a Mr. Guernsey who were reported lost in a Super Cub while en route from Cape Lisburne to Cape Beaufort on a polar bear hunt. Radar last contact with the hunters 50 miles east of Cape Lisburne. The mission ended happily when the two men were reported down safely. The aircraft was damaged but both hunters were uninjured. Lt. Thompson, Kotzebue Sq., located the missing men and flew them to Kotzebue.

Maj. Glen Kipp, commander of the Kenai Squadron, reported to the Rescue Coordination Center that Willie Gould, 56, had sustained serious injuries to his lungs, ribs and face as the result of an automobile accident in which one man died and two others were injured. The Kenai Squadron was authorized to fly Gould to the Providence Hospital in Anchorage.

A missionary at Soldatna lost all food supplies and was in dire need until donations made up the loss. The supplies were flown in by the Anchorage CAP Squadron.

Two medical evacuations were flown recently. One from Sterling to Elmendorf AFB of Thomas J. Harrison, suffering from a bladder infection; the other, Larry Wade, from Homer to Anchorage. Wade required surgery. Icing conditions precluded surface transportation.



TYPICAL of Miami Squadron II's Sunset Patrol is this Aeronca as it turns westward into the dying day over Lower Biscayne Bay. This is a daily chore for members of the squadron who have established a fine record for spotting and helping those in distress. (Photo by Robert Gullen)

Miami's Sunset Patrol

MIAMI, Fla.—The inspiring record of Miami Squadron II's Sunset Patrol continues to increase in stature as save after save is added to its search and rescue log.

Most recently, S/M Henry Merritt, flying his own Luscombe, located a distressed craft in Lower Biscayne Bay, halfway between Elliot Key and Homestead AFB. It was just a few minutes past official sunset.

The trio drifting in a small boat awaited the plane's approach before the man stood, waved a white cloth and pointed to the motor. Cutting his engine as he came low beside them, Merritt called that help would soon be on the way.

The boatman acknowledged he understood and the three, two women and the man, settled down to wait for rescue.

Merritt called the Coast Guard, who in turn contacted their nearest patrolling surface unit. The trio was safe within 20 minutes after being sighted by the Civil Air Patrol plane.

Just a few weeks ago, two CAP pilots of the Sunset Patrol, S/M Katherine Huber and Lt. John Petruff, were credited with saving six persons adrift in their boats. In each instance, the sportsmen had experienced motor failure and were located by the patrol planes. Without radios to help them, the CAP pilots directed other surface vessels to those in distress.

Stranded TV Lawyer Given Assist by CAP

MIAMI BEACH, Fla.—Perry Mason, TV's great invincible attorney, is usually able to spring a couple of surprise witnesses at the opportune moment and win his case with little difficulty. However, Raymond Burr, who plays the Perry Mason character in the popular TV series of the same name, recently found himself in a dilemma which would have caused him to "miss his day in court" had not Civil Air Patrol come to his aid.

Burr was scheduled to appear as master of ceremonies for the United Cerebral Palsy Telethon in Miami Beach but, due to a prior commitment, found himself stranded in Jackson, Miss., with no way to get to Miami by regularly scheduled airlines in time for the telethon.

CAP UNITS of Florida Group I, already committed to assist in the telethon, were apprised of the situation. Capt. James Pike, administrative officer of the West Hollywood Composite Squadron, who had spearheaded CAP's participation in the worthy drive, alerted all units of Group I.

Within an hour after Burr's predicament became known, a twin-engine Apache privately owned by

a North Dade Composite Squadron member was made available.

The aircraft, piloted by owner Lt. George Jackman, CAP, and Capt. Edward Friedman, CAP, left Miami Beach on Saturday morning at 9:30 a.m., en route to Jackson, Miss. The two pilots landed in Jackson and were escorted from the airport to meet "Perry Mason," who was finishing his stint in Mississippi.

Shortly after his Jackson appearance was over, Raymond Burr was hustled to the airport and, by 10:52 a.m., the plane was on its way back to Miami.

In the meantime, the telethon had begun in Miami Beach. The plane's location was reported every 30 minutes to the FAA radio station in Miami, and was relayed to Capt. Pike and his assistant, Capt. Edward Spencer, information officer for the Hollywood Squadron.

In this manner, the telethon audience was kept informed of the plane's progress during the entire return trip.

Recall Chance Open to Some

ROBINS AFB, Ga.—Headquarters, Continental Air Command, has released the following information which may be of interest to some Civil Air Patrol members.

Active duty assignments for recall as career officers are now open to non-flying officers in the grades of lieutenant or captain with college degrees. Also available are 250 openings for exceptional officers who do not possess a degree. Active duty assignments are available in many interesting career fields. Training will be given to those qualified as needed to fill specific openings.

Reserve officers qualified to return to active duty will receive all benefits, including the chance for promotion, unlimited educational opportunities, and free medical care for themselves and their families.

For complete details, write ARRC, Denver 5, Colo., Attn: RPMM-UN, or see your local Air Force Reserve personnel officer.

THE PLANE landed at Miami International Airport at 4:30 a.m. Sunday, and Burr was met by Maj. Ned Lentini, West Hollywood Squadron commander, and telethon officials.

Within minutes, "Perry Mason" was whisked to the Miami Beach auditorium with the aid of a police escort, and made his scheduled appearance on the telethon—a little late, perhaps, but nevertheless very much a part of the Cerebral Palsy drive.

CAP members who were supporting the drive as ushers during the telethon were rewarded with "Perry Mason's" public expression of thanks to CAP. He said he was very much impressed and happy with the operation of Civil Air Patrol, and thanked everyone in CAP who had helped make the Cerebral Palsy drive a success.

Cadet Pledge

I pledge that I will serve faithfully in the Civil Air Patrol Cadets, attend meetings and activities, obey my officers, wear my uniform in a military manner, and advance my training rapidly so that I may prepare to be of service to my community, state and nation.



SPACE VEHICLE was demonstrated by John Callow, of NASA's Educational Services, to CAP cadets during a recent visit of the Spacemobile to Kingwood, W. Va. From left are Callow, Rebecca Greaser, Richard Wolfe, Gary Casteel, Mike O'Neil, Shirley Nestor, John Ervin, Judy Ervin, Lt. Richard Wolfe, Preston County Cadet Squadron commander, and Ellwood Johnson, NASA Educational Services. (Photo by Jan Cook, Kingwood, W. Va.)

Traveling Science Exhibit Tells Space Probe Story

KINGWOOD, W. Va.—The National Aeronautics and Space Administration's traveling space science unit, the Space-mobile, visited Kingwood and Valley High Schools recently.

Local scheduling of the exhibit was handled by the Preston County Cadet Squadron, Civil Air Patrol. It was obtained through the efforts of Mr. Joel Ely, Middle East Region Director of Aerospace Education, and Mr. Hiram Haggett of NASA Educational Services.

The NASA space science demonstration was presented by John R. Callow and Ellwood A. Johnson of NASA Educational Services. The typical 50-minute demonstration included an impressive scale model of the Saturn C-1 rocket complex used to demonstrate the successive stages of this three-stage launch vehicle which will develop over 1,500,000 pounds of thrust. It illustrated the building block concept which will be employed to develop advanced versions of the Saturn by adding new stages.

THE SPACEMOBILE also contained interesting scale models of several space satellites and probes. Included were a Mercury capsule (with escape tower) cut away to show the astronaut on his protec-

tive couch; the Ranger lunar probe, which will make the first American unmanned landing on the moon; and the Surveyor, planned for "soft" landings to place instrumented payloads on the moon.

Prospector, the first spacecraft which will move about under control after it lands on the moon, capable of exploring over an area with a radius of 50 miles or more as it ranges the moon's surface; and Voyager, which will orbit near the planets in order to study their characteristics at close range, were also shown.

A colorful cut-away model of the first Tiros weather eye satellite was also included. This model of our first meteorological satellite and topside cloud observer showed placement of the TV cameras and the solar cells on the satellite's pillbox configuration. These and other demonstrations, experiments and exhibits provided an interesting introduction to space science and national activities.

The Spacemobile has been designed and developed so that it has flexibility and versatility. It will be used in colleges and universities to assist NASA lecturers who participate in space science institutes and seminars, and also be used in teacher Aerospace Education Workshops.

Survival Kit Contest Won By Cadet

BATON ROUGE, La.—Cadet Ronald Hannagriff was the winner with the best built survival kit in a contest recently held by the Baton Rouge Composite Squadron, Louisiana Wing.

The cadets built the kits based on information contained in an article by Capt. William M. Klesert, USAF, which appeared in last August's issue of the "Airman" magazine. (This magazine is sent to the squadron each month from National Headquarters, and is widely read by the unit members.)

Cadet Lt. Robert Harris, cadet commander, contacted Capt. Klesert by mail. Klesert is presently commander of the Senior Crew 80, 367th Bomb Squadron, 306th Bomb Wing (M) SAC, at MacDill AFB, Fla. Some of the items listed in the article for the kit were available only to military personnel. However, Capt. Klesert advised Harris on substitute items which can be easily obtained by those outside the military.

Local newspapers and television stations carried articles on the contest, and its winner, Cadet Hannagriff. The Baton Rouge news media noted the splendid cooperation that Capt. Klesert and the Air Force rendered in assisting the cadets to assemble the survival kits.

Cadet Harris, speaking in behalf of all the cadets, stated: "Even though we have never met nor seen Capt. Klesert and his crew, we wish to express our sincere thanks to him and the Air Force of which we are so proud to be a small part. This would have never been possible without their help."

Alaskans Issue New Magazine

ANCHORAGE, Alaska—The Alaska Wing last month launched the first issue of its new wing publication "Air Review," it was announced by Col. James E. Carter, wing commander.

Published in Anchorage, the new magazine is being edited by Lt. Col. Roman Malach, with Capt. G. Schieman and WO V. Schieman as assistant editors.



PARRISH

SMITH

TALLEY

FOGARTY

MEYERS

COLLINS

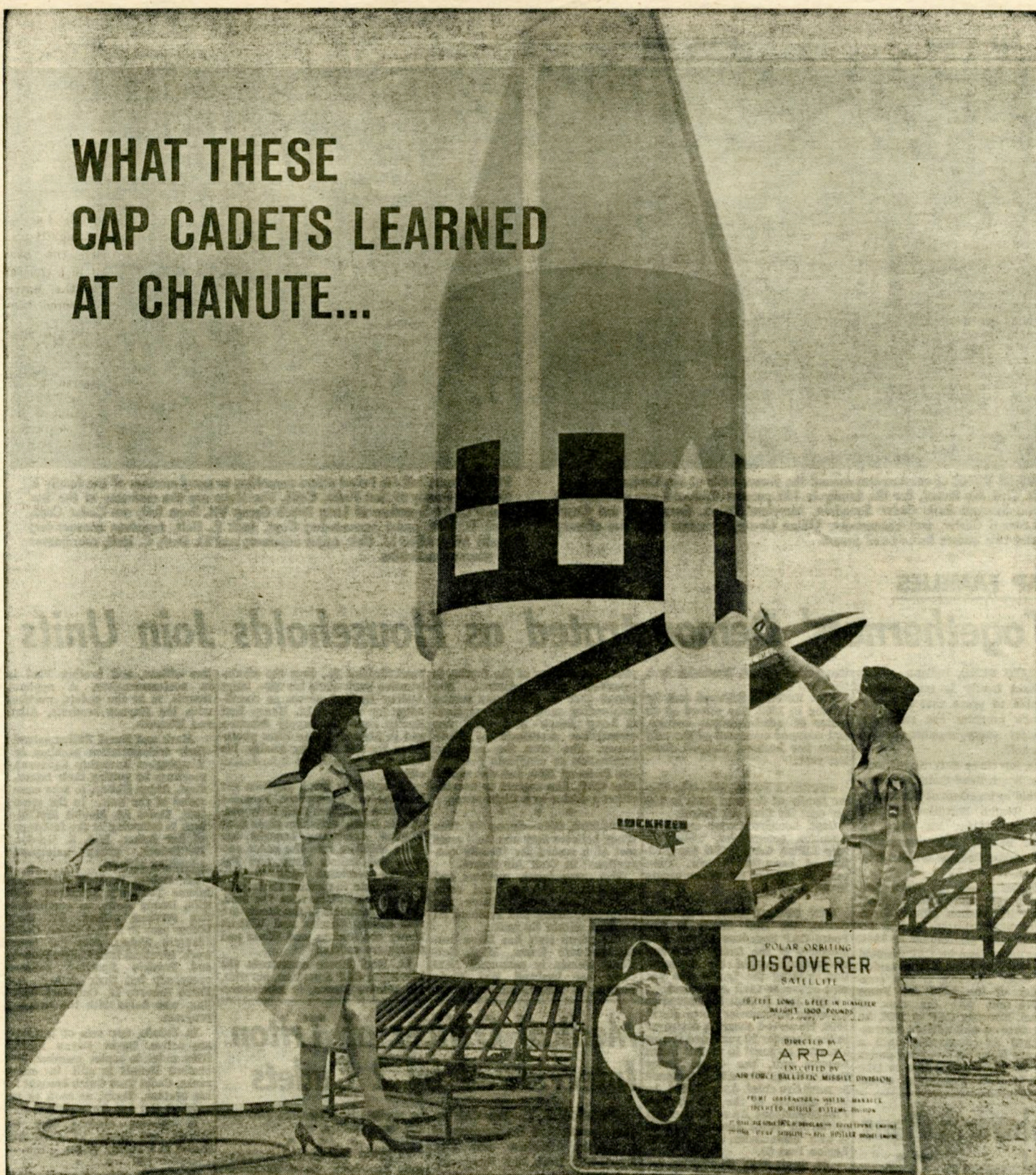
REA

FORD

TWENTY-FIVE USAF majors assigned to Civil Air Patrol recently were named on a CONAC order for promotion to lieutenant colonel. All named below with the exception of Majors Rea and Ford were effective in mid-March, and those will be effective later this year. Those promoted from National Headquarters were, from left, William A. Parrish, Meredith P. Smith, Alton L. Talley, Edwin

F. Fogarty, Jr., Donald C. Meyers, Foley D. Collins, Jr., Parks M. Rea and Milton R. Ford. The rest of the officers on the promotion list are assigned either with wing or region liaison offices. Col. Collins was recently reassigned from the field to the National Headquarters staff as Chief, Cadet Special Activities Division.

WHAT THESE CAP CADETS LEARNED AT CHANUTE...

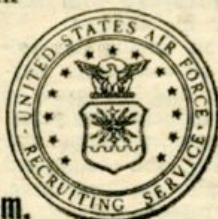


These Civil Air Patrol cadets are getting a preview of the future during a Space Age Orientation Scholarship at Chanute Air Force Base. Specially selected cadets from each CAP wing study liquid and solid fuel propulsion, rocket engines, theory of space probes, and other new space age developments.

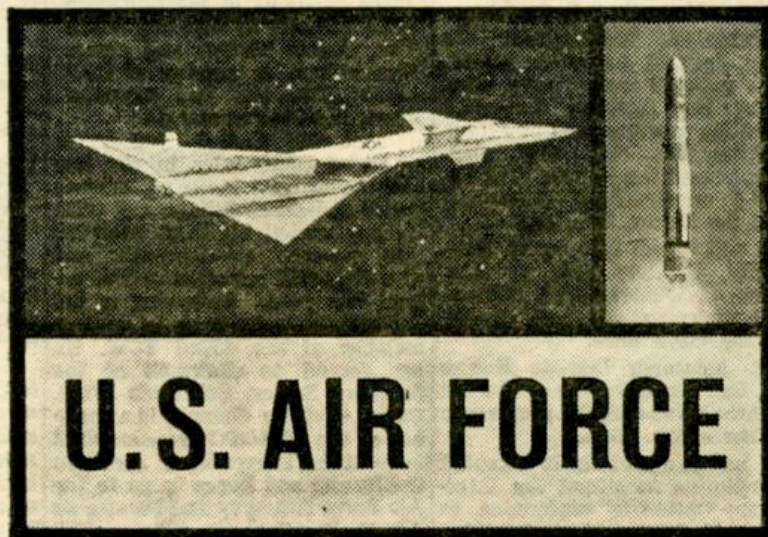
At Chanute these CAP cadets also learned how the skilled technicians of the Air Force keep up with new advances in aerospace science. How? By a never-ending program of training and on-the-job experience.

Today, and tomorrow, the Air Force has much to offer a young man or woman who wants to build an exciting, forward-looking career in the age of space travel and exploration. And, because of their training, CAP cadets may enter the Air Force as Airmen 3C.

There may be an Air Force career in *your* future! Think about it... for America's future and your own!

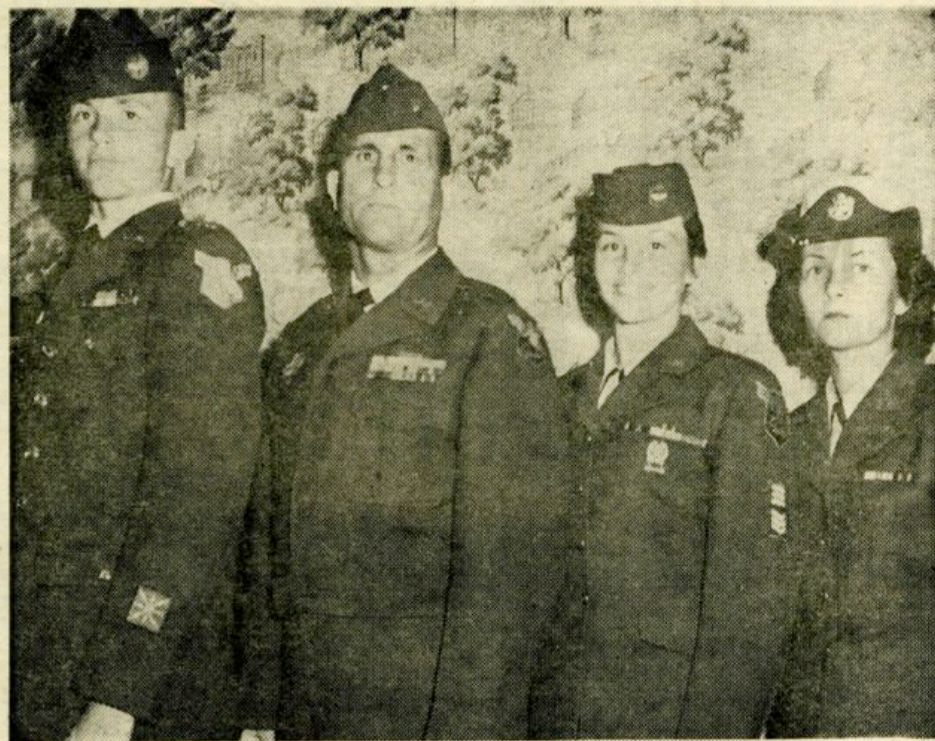


There's a place for tomorrow's leaders on the Aerospace Team.





MAIN TOPIC of conversation around the dinner table at the Carter household is Civil Air Patrol, for the family is 100 percent CAP. All are members of the Severna Park Cadet Squadron, Maryland Wing. From left, are Capt. Leonard Carter, unit commander; Lillian Carter, squadron executive officer; and twin cadets Russell and Stuart.



PROOF that Civil Air Patrol offers something to every member of the family is the Holt Family of San Pedro, Calif. The Holts are the mainstay of the San Pedro Cadet Squadron of Long Beach Group VII. From left, are Cadet Capt. Jack D. Holt, cadet commander; Capt. Jack P. Holt, squadron commander; Cadet MSgt Mitzi M. Holt, cadet adjutant; and Lt. Doris C. Holt, coordinator of women's activities.

CAP FAMILIES

'Togetherness' Demonstrated as Households Join Units

SOUTH BEND, Indiana — The Bartuska family is an excellent example to prove that Civil Air Patrol's program has something to offer every member of the household.

The top three duty assignments in the South Bend Cadet Squadron are held by members of this family. Capt. George Bartuska is unit executive officer; his wife, Lt. Maude Bartuska is commander, and daughter Judythe is cadet commander.

Judythe joined the cadet program in 1957, and served as flight leader, information officer, director of administration before becoming cadet commander in 1961.

Her enthusiasm for CAP resulted in her father joining as a senior. The elder Bartuska is also commander of the local Air Force reserve unit with the rank of colonel. Entering CAP in 1958, he has served as unit advisor, instructor, and as commander until a year ago when his increased duties with the AFR forced him to take the less demanding job of execu-

tive officer. Capt. Bartuska is a qualified pilot.

Mrs. Bartuska followed suit by joining in 1959. She served as director of administrative service, and assumed command of the unit when her husband stepped down last year.

SEVERNA PARK, Md.—The Carter family of Severna Park is 100 per cent for Civil Air Patrol.

Capt. Leonard Carter serves as squadron commander, while his wife Lillian Carter, fills the position of executive officer. Twin sons, Russell and Stuart are cadets in the unit.

SAN PEDRO, Calif.—In local circles, the Holt family is San Pedro CAP Squadron 81, for four members of the family hold key assignments within the organization, making the family 100 per cent active in Civil Air Patrol.

Capt. Jack P. Holt has served as squadron commander since April, 1959. He served aboard a destroyer in the Navy for 10 years and is now a master sergeant in an Air Force Reserve unit, the 452nd Troop Carrier Wing, where he is assigned as wing fire chief. As a civilian, he is a member of the Los Angeles Fire Department. An active member of the Air Force Association, Holt is also commander of American Legion Post 65.

Lt. Doris Holt, in addition to being a housewife, holds down three positions in the unit. She is coordinator of women's activities, finance officer, and executive officer. A member of CAP since 1958, she has attended three cadet encampments.

Cadet Capt. Jack D. Holt serves as Cadet commander in the San Pedro unit, and is an air science major at Harbor College and USC. He has earned his COP, attended five summer encampments and won the IACE selection to Switzerland last year. Following in his dad's footsteps he is also a reserve member of the 452nd TCW. He has served as chairman of the Southern Sector, California Wing, Cadet Advisory Council; is a member of the AFOTC precision drill team at the University of Southern California; and hopes to go to the Air Force Academy and become an Air Force pilot.

Cadet MSgt Mitzi M. Holt, the

youngest member of the family, is squadron cadet adjutant. She joined CAP in 1959, was named outstanding cadet at encampment at Long Beach AFB, and has earned her certificate of proficiency. She won the squadron nomination as candidate for Miss San Pedro of 1960, and was named Miss CAP. She aspires to become either a doctor or a flight nurse.

TOLEDO, Ohio—Group VI, Ohio Wing, believes they may hold some sort of a record for "family connections" in Civil Air Patrol.

The group boasts mothers and daughters, fathers and sons, mothers and sons, fathers and daughters, sisters and brothers all enrolled within its ranks.

The group staff has three husband-and-wife teams. MSgt. Gertrude Wehrle is personnel NCO while her husband, Maj. Merle Wehrle, is finance officer. Capt.

Fred Haddad Jr., does the administrative work while his wife, MSgt Audrey Haddad, serves as coordinator for women. Lt. Henry Bud Ensley runs the supply function and in his spare time takes photographs for SM Dorothy Ensley, his wife, who is assistant information officer.

At squadron level, families get into the act even more. Fremont squadron members find little conflict in family activities since SSgt Thelma Armstrong brought her three children into the cadet section, and Cadets Jerry and Pat Hartley recruited their mother, Evelyn, into the senior ranks. The Henrys are out to take the lead, for four members of the family are now active. Charles and Wilbur Henry are seniors, and Diana and Gloria are cadets.

Lt. Earl Moore commands the Municipal CAP Squadron, his wife, Lt. Maxine Moore, is administra-

tive officer, and brother Paul is in communications. A nephew, Dennis, is in the cadets, working with the Haynes brothers, Allan and Kenneth.

Mark and Daryl Ridley solved their transportation problem to Washington Township Squadron meetings by getting their father, Capt. Alden Ridley, to take command of the unit. In the same unit, Cadet Lt. Monica McClintock is following in the footsteps of her father, Maj. S. Gordon McClintock, group aerospace education officer.

Lt. Robert S. Darr commands Adams Township Squadron, with wife, Donna Belle, as administrative services officer. SM Gary Weber sees to it that sister, Cadet Jeanette Weber, does her home work. Identical twin Cadets Pamela and Patricia Sperling confuse everybody but their father, Air Force Reserve Lt. Col. Jack Sperling, who helps with the training program.

In Toledo, two sets of brothers are active. David Dayne moved from cadet to senior member, but brother Dennis is still in cadet ranks. Cadet Tom Gulch brought in his brother, Terry, as soon as he reached the age for cadets.

It appears obvious that in Toledo, and Group VI, Civil Air Patrol is a family affair.

TOWSON, Md.—Towson CAP squadron, Maryland Wing, has a problem of "double trouble" due to two sets of twins as cadet members.

The carbon copy cadets are Steven and Franklin Shap and Norman and Burton Spiwak, all of Towson Cadet Squadron.

LUDLOW, Mass.—The Ludlow Cadet Squadron has two families taking active part in unit operations.

Commander is Lt. Donald R. Baines, and his son, Cadet Maj. Charles Baines, is cadet commander. His other son, Cadet MSgt Ronald, is cadet communications NCO.

CWO Donald F. Wieland serves as squadron operations officer while his daughter, Cadet Sandra Wieland, is cadet administrative NCO.

Ashworth Plans Delaware Trip

NATIONAL HEADQUARTERS — Col. Paul C. Ashworth, USAF, CAP's national commander, after hosting the National Executive Committee meeting held at Ellington AFB, Tex., Mar. 29-31, planned to attend the Middle East Reconac commanders' conference slated for Dover, Del., Apr. 7.

He will travel by way of Jacksonville, Fla., to pick up Col. William C. Whelen, CAP, national board chairman, who will also attend the conference.

Col. Ashworth flew to Robins AFB, Ga., last month to attend the CONAC commander's conference held there Mar. 19-21.

He has also tentatively accepted an invitation to attend the International Optimists' conference, to be held in Wernersville, Pa., May 18-19.

Medical Officer of Triton Interviewed by 2 Cadets

NORWICH, N. Y.—Two CAP cadets recently had the privilege of a private interview with Cdr. James Ellis Stark, U.S. Navy medical officer of the atomic submarine Triton.

The occasion was a joint Kiwanis-Rotary meeting at Norwich, when Commander Stark related the details of 84 days while circumnavigating the earth under water for the first time in history. Stark was the medical officer in charge during the historic undersea voyage of the Triton.

Cadets Silvia Seehausen and Kermit Jones, special guests of the two clubs, heard guest speaker Stark, and then spoke with him at length after his address.

Stark told how during the Triton's 84 days of continuous submergence vital and valuable studies were conducted regarding atmospheric control, personnel and habitability. The sub conducted many hydrographic, oceanographic, magnetic and gravitational surveys which will yield valuable data to

be applied to submarine and missile development.

DURING the cadets' interview with Dr. Stark, Cadet Seehausen jotted down statistics related by the medical officer on the Triton.

These notes read as follows: "175 officers and men aboard, plus eight scientific personnel . . . The Triton is 447 feet long, weighing 5900 tons makes the submarine comparable to a light cruiser . . . The Triton followed the same course of the 16th century explorer Magellan . . . They traveled 41,500 miles on the historic voyage."

The two cadets are members of the Norwich Cadet Squadron, which is co-sponsored by the Kiwanis and Rotary Clubs. The cadets were selected from the unit's 43 cadets to be present at the luncheon as special guests.

Cadet Jones, who serves as unit photographer, attends Norwich High School. Cadet Seehausen attends Oxford Academy and Central School in Oxford, and is a "High Honor" student.

Photo Work Reassigned At National

ELLINGTON AFB, Tex. — Reassignment orders were recently issued by Headquarters, USAF, relieving TSgt. Guy R. Dyke, USAF, from duty with the Office of Information, National Headquarters, Civil Air Patrol, and assigning him to the 1137th Special Activities Sq., Hq. Command, at Ft. Myer, Va.

Sergeant Dyke had been a member of the National IO staff as a photo-journalist since October, 1959. Prior to his assignment to CAP, he was NCOIC, Information Service Office, 2584th Air Reserve Flying Center, Memphis, Tenn.

During an overseas tour in England, he covered the coronation of Queen Elizabeth for "Life" magazine as a part-time photographer. While on this tour, he also photographed many English notables such as Sir Winston Churchill, Clement Attlee, the royal family and others.

IN ADDITION to his photographic skill, Dyke is an amateur radio operator. His call sign is W4JYI, and while with CAP was "Eagle Nest 66." He also holds a private pilot's license.

In May of this year, Sergeant Dyke will complete 20 years' service with the Air Force. His foreign duty tours include England, Okinawa, Hawaii, Leyte, and Korea.

Married, Dyke and his wife Bonnie have three children: Mary Linda, 8; Cheryl Ann, 5; and Seth Raymond, 1.

SSgt Ray E. Billick, USAF, who reported to National Headquarters on June 1, 1961, from Nellis AFB, Nev., will assume full responsibility for all photographic work for the headquarters.

Sergeant Billick, a veteran of 17 years' service with the Air Force, enlisted in the Army Air Corps in May, 1939. One of his early assignments was to Mindanao in the Philippines. He was made a prisoner of war by the Japanese in May, 1942, and remained a prisoner for 28 months before escaping from a transport which was torpedoed while carrying prisoners to the mainland. He was awarded the Order of the Purple Heart for injuries sustained during this period.

After the war, Billick, a native of Boise, Ida., was discharged and attended the University of Idaho and the Brooks Institute of Photography. He re-enlisted in the Air Force in 1951. Previous to his assignment at Nellis AFB, he was with the Office of the Air Attache, Indonesia.

In addition to his many campaign ribbons, Billick wears the Unit Citation with two clusters and the Philippine Presidential Unit Citation.

Cadet Nominated For Air Academy

HOLYOKE, Mass. — A former cadet commander with the Westover CAP Squadron, Thomas J. Skypeck, was recently nominated for the Air Force Academy by Congressman Silvio O. Conte.

Skypeck a sophomore at Holyoke Junior College represented Civil Air Patrol last year on the IACE tour to Peru. He is the son of Mr. and Mrs. Thomas M. Skypeck of 35 Chestnut St., in Holyoke.



SSGT BILICK



TSGT DYKE

St. Louis Holds Anniversary Ball As Climax to Four-Month Effort

ST. LOUIS, Mo.—St. Louis Group II, Missouri Wing, held its annual military ball in late February in conjunction with the 20th anniversary of Civil Air Patrol.

Nearly 250 dinner guests and over 800 people crowded the ballroom for the observance to mark the evening as one of the finest in the history of the area.

The banquet-ball climaxed a four-month effort by the units of Group II to promote the activities of CAP in the community.

Planning for the event actually started last December, with an officers' party attended by 40 CAP members and their wives.

Next step was television-radio promotion locally, with a CAP group appearing on the hour-long Charlotte Peters TV show and with the mayor of St. Louis, Hon. Raymond R. Tucker. The mayor issued a proclamation naming the week of the military ball as "Civil Air Patrol Week." This effort saw about three hours of television air time used.

THE FINAL STEP was a combination advertising-newspaper promotion program connecting the ball with the 20th anniversary. A 24-page program was printed and distributed at the ball as a souvenir.

Newspaper releases on CAP and the ball were sent out over a two-month period, achieving a total circulation of over 190,000. This included a full-page reprint featuring 20th anniversary cartoons and CAP programs from the national information kit.

Among the multitude of dignitaries present were Col. J. Orville Ladd, Missouri wing commander; Sterling Kennedy, president of the St. Louis Aero Club; Robert Musser, president of the Missouri Pilots Association; Mrs. Loretta Slavick, editor of the Missouri Pilots Magazine; USAF Capt. Joseph Mitchell, wing liaison officer; and Lt. Col. Mike Sikorski, Group II commander. Guest speaker was Capt. James C. Brown, CAP, a coastal patrol pilot with CAP during War II.

A high light of the evening's festivities was the crowning of the 1962 Cadet Queen, Miss Robin Kratz of Cape Girardeau. She was crowned by Mary Ann Sikorski, the retiring queen.

Cadet Kratz is currently a sophomore at Central High School, and she was escorted by Cadet Larry Lusk, also a member of the Cape Girardeau CAP Squadron.

Group commander, Col. Sikorski, stated he had received many letters and phone calls from all over the state in praise of the ball. He also had words of praise

for his Group II staff and subordinate units. "They worked very hard, and this year's ball deserved the success it received. We are looking forward to next year's ball and bigger results."



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San Clemente, Calif.

Optimists Present Flags To San Diego Squadrons

SANTEE, Calif.—The Uptown Optimist Club of Santee recently presented new 50-star nationally colors to each squadron of San Diego County Group III. Arthur Nichols, president of the club, and "Bud" Mulcher made the presentation. The flags were given to a special "Honor Color Guard," which in turn made the presentations to each of the squadron commanders.

The awarding of the colors was made in appreciation of the fine results Civil Air Patrol has accomplished in educating the youth of the community in love of country, allegiance to lawful authority, and aerospace knowledge.

The ceremony was marred by the fatal accident of an experimental autogyro aircraft. Herman Saalfeld was demonstrating his new "Skyscooter" when the rear pusher propeller fouled the rotor blades. The aircraft crashed and Saalfeld lost his life.

Cadets of Ground Rescue Squadron 97, under the command of Lt. Arthur Thomas, surrounded the area of the wreckage to keep the

crowd away and permit rescue personnel to do their jobs.

Chaplain (Maj.) Kenneth Johnson, Group III, was one of the first to reach the pilot. It became his unhappy duty to notify Saalfeld's wife and family of the tragedy.

The emergency actions taken by CAP personnel were highly commended by the authorities present.

AF Okays Decal

An official Alaska Wing automobile decal has been prepared for distribution throughout the state. The decal is similar to military bumper decals and has been approved by the Director of Security and Law Enforcement at Elmendorf AF Base for unrestricted on-base entry for CAP members.

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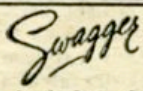
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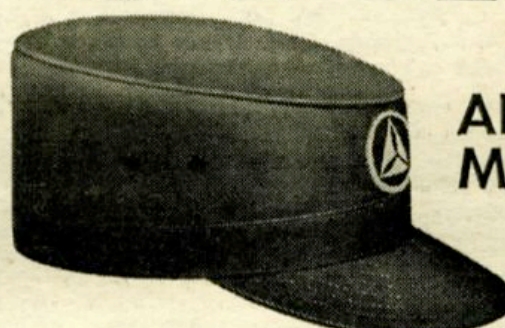
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BAY CITY CAP Squadron 631-8 recently signed a five-year contract which will permit the unit to use the local U. S. Navy Reserve Center for its unit meetings. The building space was furnished the Michigan Wing unit as a public service by the U. S. Navy. Signing the agreement are Capt. DeVere D. Woods, left, and Lt. Cdr. A. A. LaLonde, USN. (Photo by Elmer Pincombe, Bay City Times chief staff photographer.)

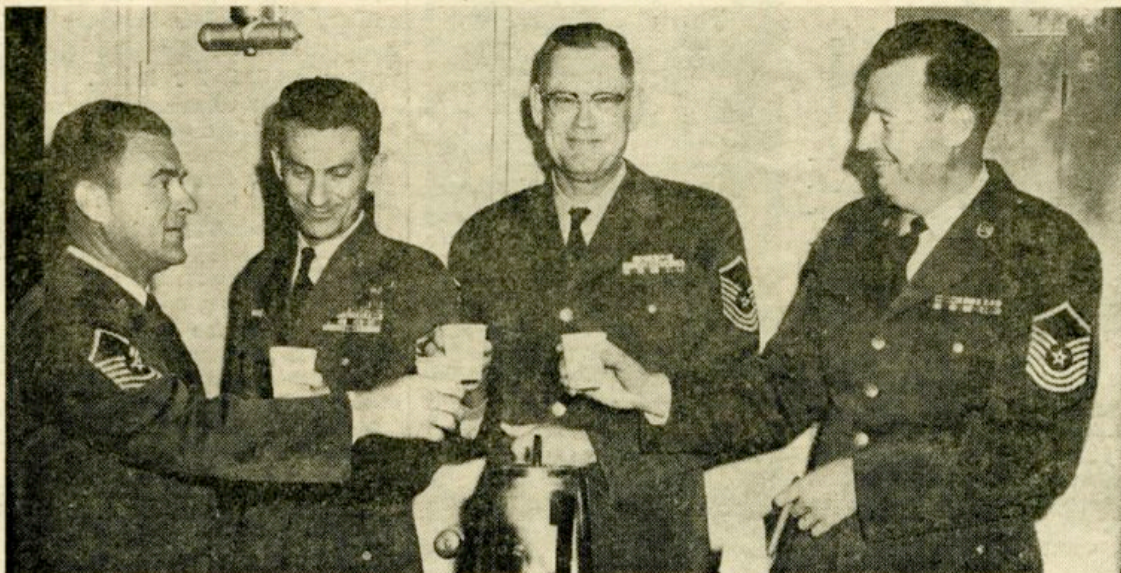


OLD FRIENDS MEET at the U. S. Air Force Academy as CWO Eric Litt, CAP, (left) talks with Maj. Jim Ves'sells, USAF (center), of the Academy staff and former member of the IO staff at National Hq., and Maj. Lewis I. Wolff, CAP. The two CAP members accompanied a group from New Rochelle, N. Y., Composite Sq. during a tour of the Air Force Academy. (Photo by Larry Reibschied, CAP)

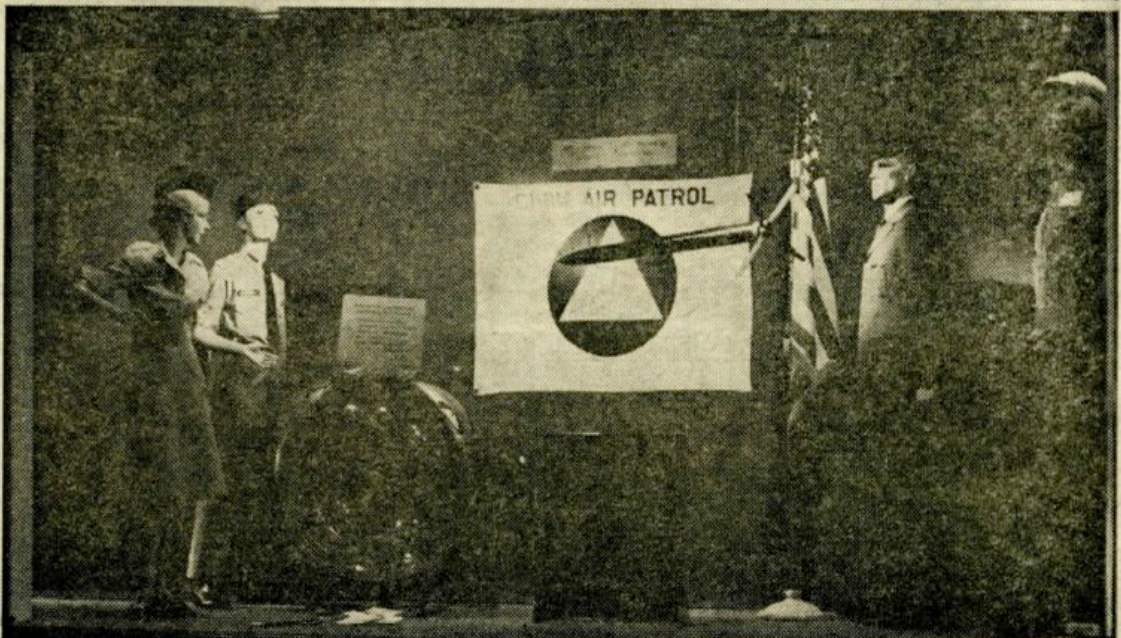
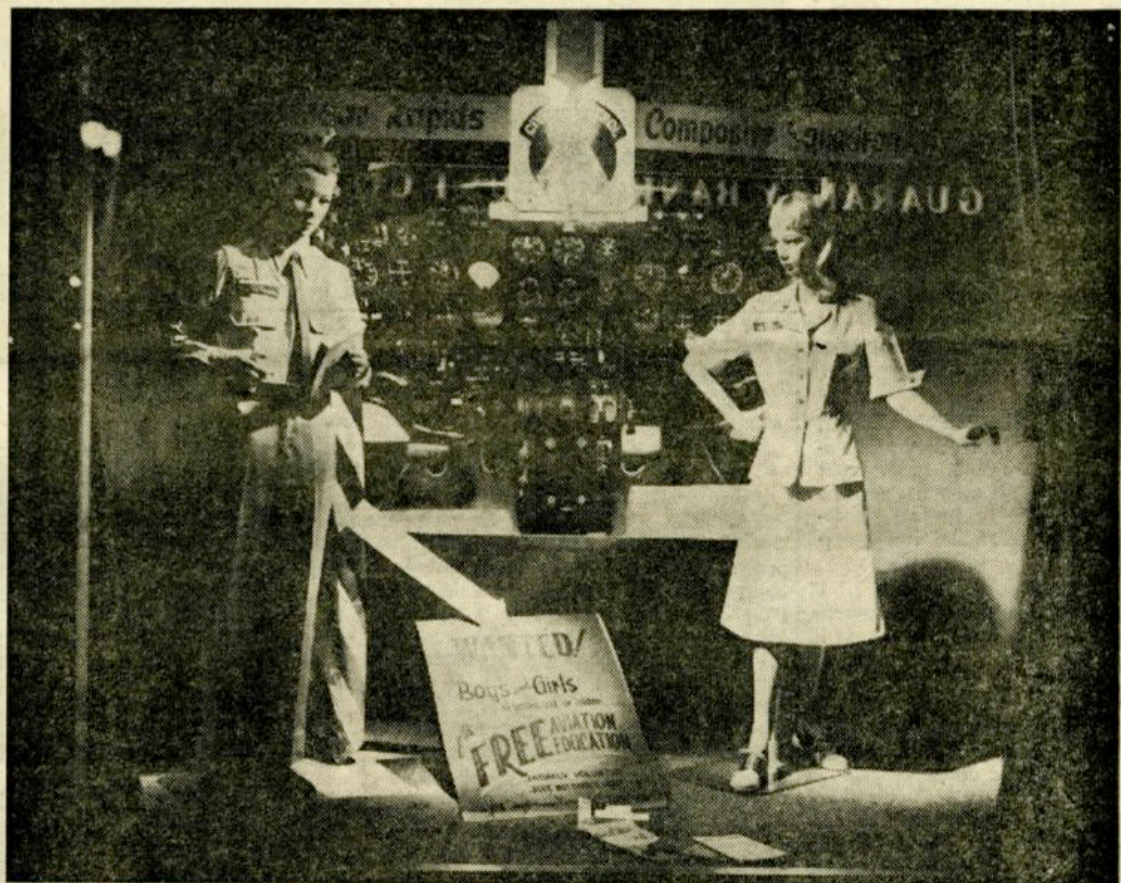


TWO CAP WOMEN pilots, Lt. Doris Ritchey, left, and Capt. Isabelle McCrae were recently given jet orientation flights in a Navy TV-2 jet trainer at North Island Naval Air Station, San Diego, Calif. Lt. Commander Robert Messina, center, was the Navy instructor for the flights. (Official U. S. Navy Photo)

CAP News in Views



MILITARY EXPERIENCE totaling 75 years is represented by these newly-appointed senior master sergeants of National Headquarters, CAP. From left: SMSgts Henry L. Kruger, Inspector General's Office; Freddie A. Joyce, Chaplain's Office; Ernest L. Bankhead, Inspector General's Office; and Carl L. Bowen, Jr., Cadet Training. Stanley A. Swantack, Ohio Wing LO Office, and Dewey I. Hanson, Oklahoma Wing LO Office, also received their senior master sergeant stripes.



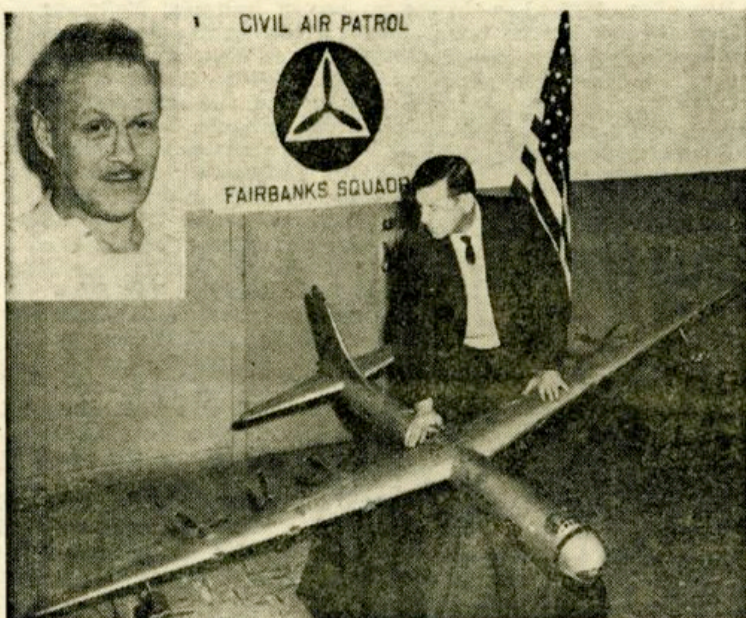
RECRUITING DRIVE by the Cedar Rapids, Ia., Composite Squadron was highlighted by department store window displays. Upper: Armstrong's Department store theme was "Cadet studying instrument panel of Aero Commander." Lower: Killian's window theme was "CAP cadets are sitting on top of the world as they face the future." Use of Air Force equipment and uniforms was arranged by Lt. Col. Martin R. Pautz, USAF.



ALASKAN GOVERNOR William Egan recently signed a formal agreement describing the duties and responsibilities between the state Civil Defense unit and the Alaska CAP Wing for joint operations in time of emergency. Present at the signing were, from left, Maj. J. Vic Brown, wing deputy for operations; Lt. Col. Robert Livesay, USAF liaison officer; Gov. Egan; Col. James Carter, Alaska Wing commander; and Don Lowell, State director of Civil Defense.

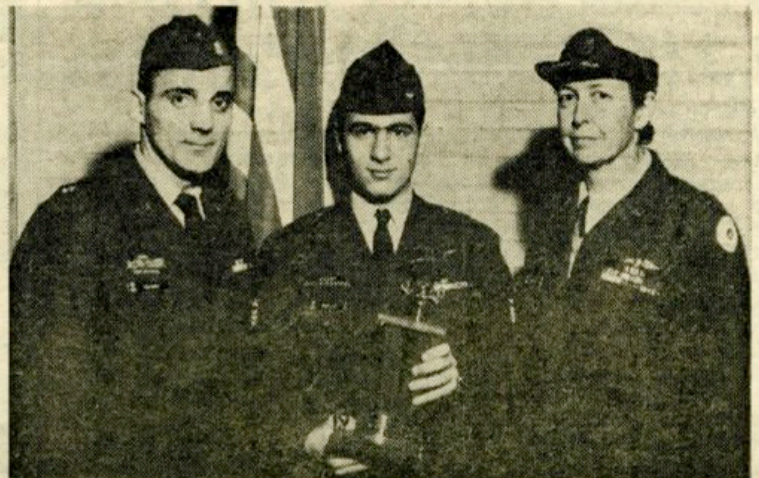


WHEN Cadet Marcia Lee Cox was recently sworn into the Air Force by Maj. Wilhelm Roth, no one present was any prouder than her mother, Capt. Lillian B. Cox, information officer of the Vancouver Composite Squadron, Oregon Wing. Marcia, as a holder of the Certificate of Proficiency, was enlisted as an Airman Third Class, and departed for Lackland AFB, Tex., to start her basic training. (Photo by TSgt Robert McVickers, Portland Recruiting Station, USAF.)



Giant Model

MAJ. GORDON Wear, Fairbanks CAP Squadron, Alaska Wing commander, examines a gigantic model of the Air Force B-36 recently presented to his unit. The donor was Tom Jones (see inset) who with Airman Leigh Rollis, constructed the electronically-operated bomber several years ago. The model was donated to the squadron recently by Jones, and his wife Jeanne. The Joneses reside in Moose Creek, Alaska. (Official USAF Photo)



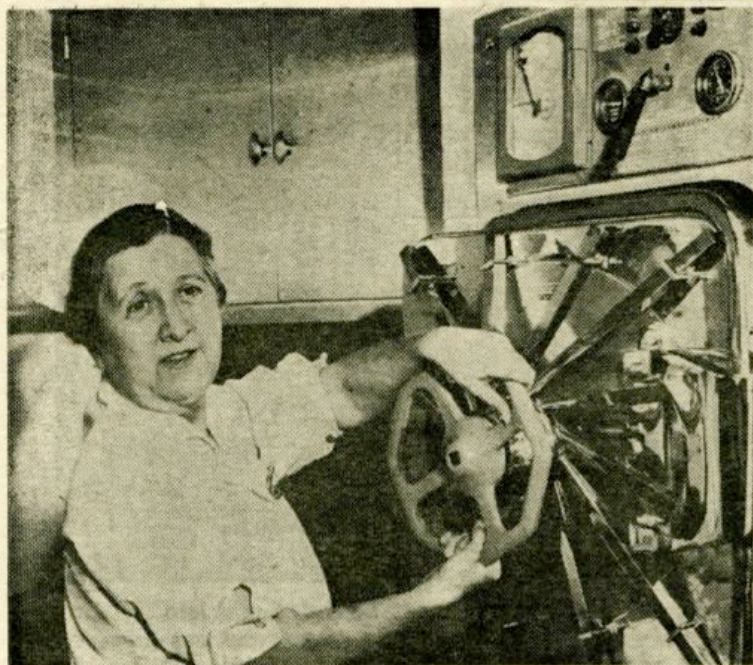
NEW CASTLE Cadet Squadron, Delaware Wing, recently presented the first annual Cadet of the Year Award to Cadet Charles M. Poplos, III, in special ceremonies. The award, the Fred M. Norris Memorial Trophy, honors the memory of the unit's late training officer who passed away last year. From left, are Maj. Francis P. Dianna, squadron commander; Cadet Poplos; and Col. Louisa Spruance Morse, Delaware Wing commander, who made the presentation. (Official DEL-CAP Photo)



U-2 COCKPIT received close inspection by these Great Lakes Region CAP members during a tour of Strategic Air Command's Laughlin AFB, Tex., recently. From left: Lt. Col. Dick McKenzie, Wisconsin Wing; Lt. Col. Raymond Johnson, Illinois Wing; and Maj. Gerald Eastburg, Indiana Wing. Right: High altitude pressure suits worn by Laughlin AFB U-2 pilots intrigued other CAP



visitors from Great Lakes Region. Getting a close look are, from left, Col. Ralph Shangraw, Illinois Wing commander; Lt. Col. William Fisher, Wisconsin Wing; and Lt. Col. H. M. Vanderstek, Michigan Wing. Airman Donald Matthews, USAF, of the Physiological Support Section, is modeling the U-2 pressure suit.



MILDRED VAN SCHOICK, RN, on duty in University of Chicago hospital. (Chicago Tribune Photo)

Aviation Agency Will Hold Eight 'Air Share' Meetings

WASHINGTON — The Federal Aviation Agency has scheduled eight regional Air-Share meetings to be held between April 18 and 30, to allow interested parties to discuss proposed changes in regulations covering general aviation.

The conferences will be devoted to exploring tentative FAA proposals for revision of civil air regulations concerning general aviation. Later, when proposed rules are written, formal comments from interested parties will be sought by the agency. An Air-Share meeting will be held in each of the FAA's seven regions and in Washington for the convenience of the entire general aviation community.

In more than 100 similar previous meetings, the FAA has received suggestions, criticisms and comments volunteered by individuals and groups. They have been carefully analyzed in preparing the agenda for the April meetings. Discussion will be confined to this agenda. However, if time permits, other matters may be discussed.

Proposed rule changes scheduled thus far for the agenda include requirements for additional instrument flight equipment — carburetor heater, pitot tube heater, an alternate source of power for gyroscopic instruments, an alternate source of static pressure, and vacuum gauge or means of power failure warning.

Other proposals:

Subclasses of certain types of aircraft would be specified on which transitional pilot flight checks would be required before carrying passengers. For example, aircraft without retractable landing gear, controllable propeller and wing flaps would be included in one subclass.

Three, instead of five, landings and takeoffs within the previous 90 days would be required as recent flight experience for pilots qualifying on a different subclass of plane. Recent experience requirements for night flight would be deleted, but pilots holding a commercial certificate without a notation of night flying experience would be required to take a check-out flight. "Grandfather" rights would be provided for presently certified pilots.

Helicopter pilots would be required to select paths for takeoffs and landings that would permit emergency landings without undue hazard to passengers or to persons and property on the ground.

One instrument approach to the lowest authorized minimums would

be required as recent instrument flight experience. This could be accomplished in a flight under the hood or in a synthetic trainer.

Cross-country experience in an airplane under actual or simulated conditions would be required as a prerequisite for an instrument rating in airplanes.

All large aircraft designed for two pilots would be required to have a co-pilot in the crew. Private pilots would be allowed to serve as co-pilots provided the airworthiness certificate of the aircraft or other operations rules do not require a co-pilot.

Other items involve consideration of changes in the rules for displaying aircraft documents, retention of records on aircraft and engine inspection and the establishment of new maintenance or time-in-service records when previous records have been lost.

Reasons for the industry's relatively small use of progressive inspection systems will be discussed. Proposed requirements that aircraft instruments and equipment be in serviceable condition before a takeoff, that flotation gear be required on all aircraft flying over water with passengers — and not only for those carrying paying passengers — will be on the agenda, as will a proposed change of time for checking VOR accuracy from 10 days and 10 hours to 30 days and 30 hours. Miscellaneous items affect flight crew members during periods of physical deficiency, permission for student pilots to fly in furtherance of a business, and a clarification of the "share expense" rules for private pilots.

The meetings are scheduled as follows:

Alaskan Region, Loussac Library, Anchorage, April 18 at 6 p.m.

Central Region, Fairfax Airport, Kansas City, Kans., April 19 at 1 p.m.

Southern Region, Air Host Inn, Municipal Airport, Atlanta, Ga., April 19 at 10 a.m.

Washington, D.C., Departmental Auditorium, Conference Room B, April 24, 10 a.m.

Pacific Region, Honolulu International Terminal Conference Room, April 26, 9 a.m.

Southwest Region, Amon Carter Airport, Fort Worth, Tex., April 28, 10 a.m.

Western Region, Skyways, Inc., Hangar, Van Nuys Airport, April 28, 10 a.m.

Eastern Region, Officers Club, Harrisburg State Airport, Harrisburg, Pa., April 30 at 12:30 p.m.

Col. Van Schoick, Rescue Expert, Tireless Worker for Illinois Wing

CHICAGO, Ill.—Lt. Col. Mildred R. Van Schoick, Illinois Wing director of ground rescue, a 5 foot, 11 inch package of animation, is among Civil Air Patrol's most tireless contributors to ground rescue and training. For Col. Van Schoick, CAP rescue fits in

with her life-long occupation of mending the injured and ill. Chief of the Outpatients Clinic, Billings Hospital, University of Chicago hospitals, and a member of the 1st Reserves Red Cross Nursing Service, 6th Corps Area, she is qualified as head nurse in operating room and obstetrics, instructor in surgical nursing and operating room technique, instructor in obstetrics, instructor of Red

Cross first aid, and head nurse in psychiatry.

A qualified RADAC (radio-active) instructor—an expert in light duty rescue (shoring up buildings, evacuating stretcher cases from high places), physically qualified to fly jet planes, at 59 Van might conceivably nose out competitors for the astronaut program.

VAN'S FLYING career began through a misconception. A "woman driver" not content to merely provide her car with fuel, she inquired about the possibilities of taking a course in mechanics. That was in 1934. Male students of a proposed course were consulted and agreed to the admission of a woman to the class. A surprise for Van was that the course turned out to be in aircraft mechanics, not automobile.

By December, 1935, Van had learned mechanics, taken flying lessons, bought an open cockpit biplane and obtained her pilot's license.

The early-model planes she flew included the OX5 and her own 1929 model Travel-Air.

The thoroughness of her rescue training program is visible in a comprehensive 100-page ground training manual which she authored.

The manual covers about everything from the rescue team mission to ground rescue equipment to be used in disaster, fire, flood, tornado and explosion, as well as for plane-crash rescue; safety rules to prevent fatal accidents; counterdoses for poisons and overdoses, and emergency feeding, including infant formulas.

Before Pearl Harbor, Van was one of the early pioneers active in organizing Civil Air Patrol. She is believed to be the only woman accepted for duty in the Army's Atlantic coast patrol; however, her orders were rescinded because of a lack of housing for women.

During War II, after performing regular duties at the hospital, Van gave nightly first aid training and assisted in recruiting. On weekends she patrolled the old

Stinson airport and Hinsdale airport. She also flew her own plane tow target at Fort Sheridan for coast artillery practice, never telling her mother who thought Van was doing only Red Cross work.

Van served several years on the National Commander's Cadet Committee.

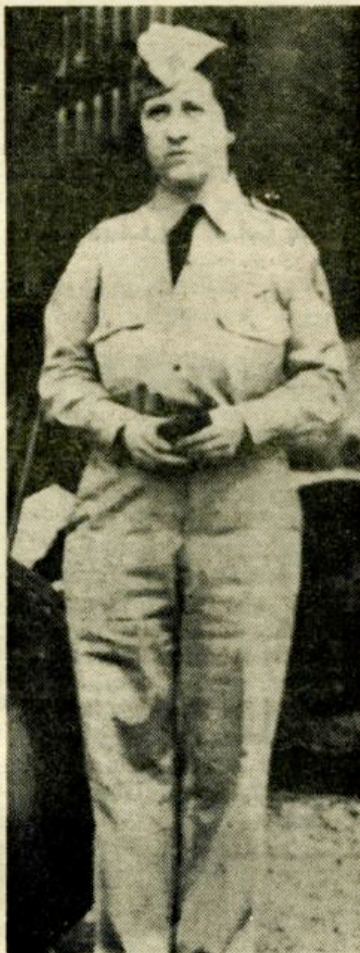
SELECTED as one of seven outstanding women in public service, Van recently was taken on "Operation Understanding," a tour which was part of the program of Army Defense Command to acquaint the public with the capabilities and complexities of our air defense weapons system and also to provide the opportunity to those on the tour to see missilemen in action. The itinerary included travel by military aircraft; informative non-technical briefings; observations of firings at McGregor Range; a tour of the Army Test Installation at White Sands, N. M., which included a viewing of the Army's anti-missile missile, the Nike-Zeus, firing; a briefing and tour of Headquarters, North American Air Defense Command, and Headquarters, United States Army Air Defense Command, Colorado Springs; and a tour of the Air Force Academy.

At Fort Bliss, Col. Van Schoick was presented a 24 hours Oozlefinch Expert Certificate by Brig. Gen. George T. Powers, III, Deputy Commanding General of the U.S. Army Air Defense Center, upon completion of the group's tour of the missile center.

The trip was headed by Brig. Gen. K. L. Davis, USA, commanding general, 45th Artillery Brigade, Arlington Heights, Ill.

The Word Got Out

When 18 cadets from eight squadrons of the Maryland Wing were recently presented with certificates of proficiency by Col. W. M. Patterson, wing commander, it was known all over Baltimore. The ceremonies were filmed for telecast over Station WBAL-TV during evening news programs.



LT. COL. Mildred R. Van Schoick beside her plane, as she appeared 20 years ago in CAP uniform. (Chicago Tribune Photo)

Safety Award Winner Picked

(Continued from Page 1)

ber and type of accidents; results of inspections of regions and wings by National Headquarters; and the quality of the region accident prevention program.

Consideration is given to the ground safety program as well as the flying safety program.

Following is the list of regions and their standings in relation to the national award:

1. Great Lakes
2. Southeastern
3. Northeast
4. Pacific
5. Rocky Mtn.
6. Southwest
7. Middle East
8. North Central

New Alaskan Units

The Alaskan Wing has announced the recent activation of two new CAP Squadrons, one at Mt. Edgecombe and the other at Eielson. Both units will establish cadet programs within the high schools. In view of an enrollment of over 700 students at Mt. Edgecombe, the potential is excellent for a large cadet squadron. Both schools will offer aerospace education as an elective in science.



IN THE ILLINOIS Wing Lt. Col. Van Schoick is the director of ground rescue and training. (Photo by Andrew Klinger)

STAMPS AND COINS

Four New U.S. Stamps Announced for April

By BILL OLCHESKI

WASHINGTON—Four U.S. stamps will be issued during April. All will be of the four-cent denomination. On April 6 a commemorative will be issued at Shiloh, Tenn., marking the Battle of Shiloh. This is another in the series of stamps marking the Civil War Centennial.

The stamp will show a sketch of a soldier in battle. It will be printed on peach-blossom pink paper in black ink. The Battle of Shiloh was fought in a peach orchard and this was taken into account when selecting the color.

Recent U.S. stamps which have been printed on colored paper include the Kansas stamp and the Nassau Hall issue. The Shiloh stamp background color will be considerably lighter than either of these two and should create a pleasant effect.

On April 11, as previously reported, a commemorative will be issued in honor of Charles Evans Hughes, jurist and statesman. First day ceremonies will be held in Washington, D.C.

April 25 will bring a stamp saluting the "Century 21" exposition in Seattle, Wash. The stamp will feature the "Space Needle," a tower reaching some 60 stories into the sky, and having a restaurant at the top. The exposition opens April 21 and runs through October 31.

The stamp was designed by John Maass of Philadelphia. It is based on a presentation approved by the Seattle World's Fair group and represents the art work of Bob Matthiesen.

The new stamp will be printed on the Giori press in red, white and blue. A total of 135 million have been authorized, with 25 million being printed specifically for the use of visitors to the fair.

SCOUTS. A special set of three stamps has been issued by Barbados to mark the Golden Jubilee of the Barbados Boy Scout Association.

The Crown Agent lists values as four and 12 cents and \$1.20.

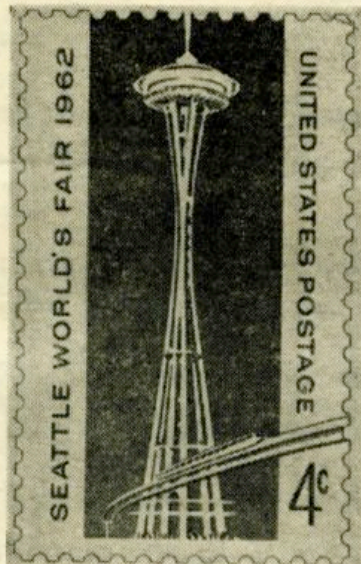
The design, common to all three, includes the Annigoni portrait of Queen Elizabeth with the St. Edward's Crown, and the Boy Scout emblem on a map of Barbados.

SAMOA. On June 1, 10 pictorial stamps will be issued by Western Samoa. The nation became independent on January 1 of this year. The stamps are printed in England and the values range from one penny to five shillings.

Souvenir covers with a full set of the stamps are being prepared by Gustav Detjen, Jr., Pleasant Valley, N. Y. They will sell for \$2.

Samoa is an island group in the South Pacific. The eight islands which make up Western Samoa were mandates of New Zealand before gaining their independence.

SEND NEWS of stamp and coin interest to: Stamp Editor, CAP Times, 2020 M St. NW, Washington 6, D.C.



... World's Fair Stamp



The following was taken from the February issue of "Safety Hints on Drilling," and was written by Mr. Robert D. Gidel:

ACCIDENTS LOVE PEOPLE

Accidents love people. This is easy to deduce, because a respectable accident won't even show unless its favorite type people make the scene.

People aren't accident prone. Accidents are people prone. And they are discriminating about the type of folks they take up with.

Ever watch an accident case a bunch of folks?

Tripping and slipping accidents get all shook up over folks who won't watch where they're going.

Rear-end accidents have a purple passion for people who drive too fast for conditions and follow too close.

Amputations select the longhair types who like to match wits with unguarded machines.

Poisonings flip over the devil-may-care souls who don't care what they breathe, drink, eat, or absorb, and are particularly attracted to children.

Electrocutions blow their fuses over folks who get a charge out of working on live circuits and ungrounded equipment.

Drownings get moist over folks who don't think they need a working life vest 'cause they know how to swim.

Head-on collisions get a big bang out of folks who pass others whether they can see the road ahead or not.

Cuts and slivers want to hold hands that aren't choosy about where and how they go poking around.

Foreign objects eyeball those who can't stand face shields between themselves and the work.

Strains and sprains latch on to

those sports who don't know their own strength.

Burns get all steamed up over hotshots who like to sneak smokes around flammables.

Falls go overboard for acrobats who work on elevated surfaces with nothing to grab or hang onto.

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SARASOTA, Fla. — The Manatee Search and Rescue Squadron of the Florida Wing, has instituted a perpetual monthly award for its superior air crews.

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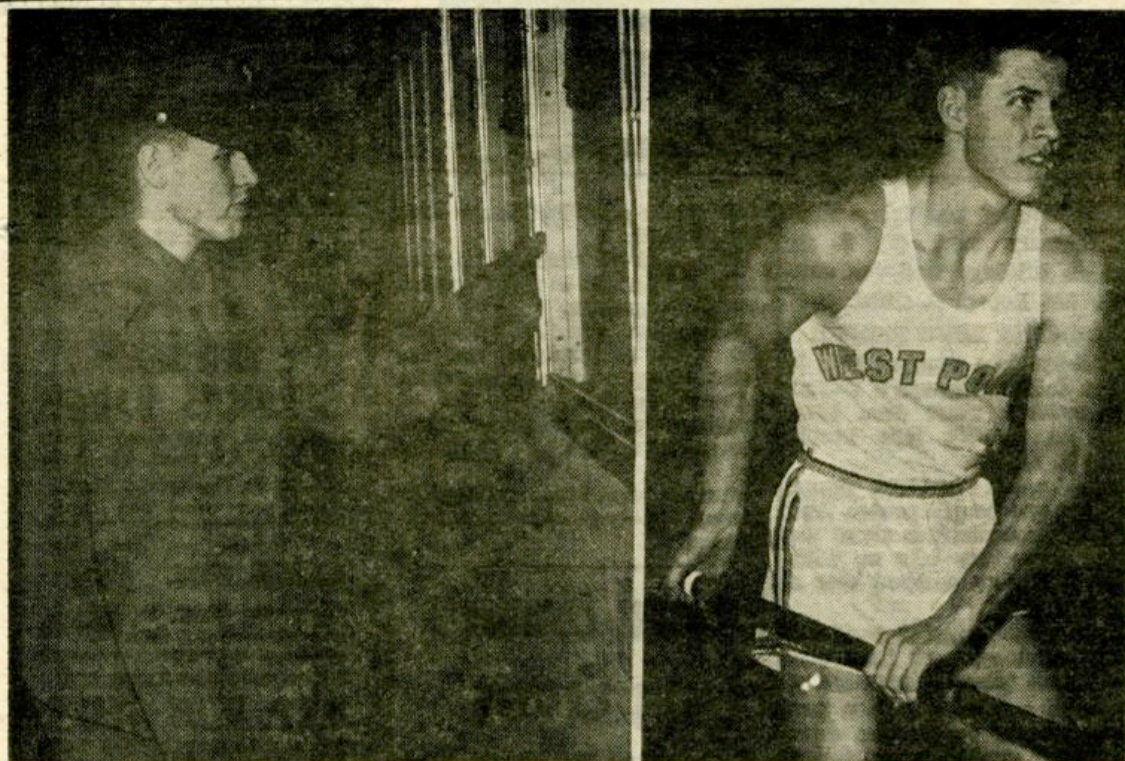
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WEST POINT CADET Richard E. Plymale is one of 79 former Civil Air Patrol cadets presently members of the Corps of Cadets at the U.S. Military Academy. In addition to being ranked high academically, Plymale has become an outstanding athlete. As a member of the varsity track team, he set an Academy and Field House record for the pole vault of 14 feet, 10½ inches, and expects to clear 15 feet before the season ends. He was a cadet with the Ironton, Ohio, CAP unit.
(Official U.S. Army Photo)

Former Cadet, Studying at West Point, Scores as Athlete, Sets Track Record

WEST POINT, N.Y. — A cadet at the United States Military Academy is more than just an ordinary college student. He must prepare, during his four years of college, for many things — being a soldier, an ambassador in uniform, or an expert in the solution of space age problems.

The fact that four years of study at West Point earns for the cadet a Bachelor of Science degree is well known. But in addition, he must keep himself in top physical condition and strive always toward developing the traits of leadership and integrity that prepare him to assume the vast responsibilities required of a modern Army officer.

A former Civil Air Patrol cadet, Richard E. Plymale, is successfully meeting the challenge of this rigorous educational system. Cadet Plymale, whose parents, Mr. and Mrs. Norman J. Plymale, live at 1306 S. 9th St., Ironton, Ohio, is one of 79 former Civil Air Patrol cadets now at West Point.

A third classman (sophomore), he graduated in 1959 from Ironton High School, where he lettered three times in track and basketball and twice in football. He attended Millikan College in Tennessee for a year before receiving an appointment to West Point from Representative Walter H. Moeller, Ohio 10th District.

AT WEST POINT he has become an outstanding athlete. Each year the cadets of each class are required to take a physical ability test, and Cadet Plymale scored 563 out of 600 possible points to take the number one position in his class, class average being 371.

As a member of the varsity track team, he set the Academy and Field House record for the pole vault, 14' 10½", and expects to clear 15' before the season ends. He is being specially coached by Army Private Henry Wadsworth, an AAU competitor who ranks fourth in the world as a pole vaulter.

The life of a West Pointer is a full one. The sounds of reveille shake him out of sleep at 5:50 a.m., and he begins a day which demands strenuous effort.

There are at least three classes lasting an hour or more each, and perhaps a laboratory period as well. With classes averaging 14 students, the cadet will almost certainly participate in a discussion, recite, or solve a problem at the blackboard.

"I am most impressed with the educational system here," Mr. Plymale commented, "it offers a real challenge." Each cadet is placed in a class with cadets of equal academic standing, and as a cadet becomes capable of learning more, he is placed in a more competitive class. "I feel that this provides us with greater initiative to learn," he concluded.

The educational objective is to produce a graduate with an analytical and probing mind, a man aware of the vast technological problems of the space age, for the Army officer of the future must meet the challenges of the times just as he has in the past.

In 1802, West Point produced engineers, for that was the need of our country. In the 1840s, it produced soldiers who fought the Indian wars and, later, the Civil War. In the early 1900s, it produced men who could meet the demands of our expanding nation, harness the machine age, and fight World Wars I and II.

WEST POINT, changing with the times, continues to lead the way in educational advancement, and emphasis is now upon moulding the "whole man" who can meet the challenges of the '60s and '70s.

In terms of classroom time, about 60 per cent of the present standard academic program is devoted to science-engineering subjects, while the remaining 40 per cent is in the social science and humanities field.

The Advanced Studies Program, which was expanded in 1959, offers a real challenge to the more capable cadet. Elective courses enable the student to proceed into areas wherein lie his own interests and aptitudes. In recent years emphasis has been increased in the areas of nuclear physics, electronics, astronautics, and the history, government, economics and culture of countries of the non-Western world.

With his classes complete for the day, the cadet often turns to athletics or other extra-curricular activities. There are a total of 16 intercollegiate sports — a complex schedule that keeps nearly half the corps engaged throughout the year.

For the rest of the corps there are intramural sports — "intermurder," the cadets call it — a highly competitive athletic slate pitting each cadet company (there are 24) against one another for championships in almost 20 sports. Each company enters a team in each competition, and almost every man plays three different sports during the year.

West Point provides more than 60 extra-curricular activities, a list as varied as it is long: student government, publications, hobby clubs, the Glee Club, language, literature and science clubs, sky-diving, skin-diving, and art are just a few.

These organizations are administered and directed almost entirely by the cadets themselves.

EVERY CADET attends one of the weekly chapel services — Catholic, Protestant or Jewish. Each chapel has its own cadet choir, and some cadets devote part of their Sundays to teaching Sunday School to children who live on post.

There is also the military structure of the Academy, in which cadets assume responsibility and leadership as the years pass. The corps maintains a chain of command responsible for cadet self-government.

Strenuous though the life of a cadet may be, it can seldom be boring, for the challenges are many, and those who succeed hold promise of providing the same national leadership which has marked the Academy's graduates throughout its 160-year history.

CAP News in Brief

Boat Show Display

PORTLAND, Ore.—For the second year the Oregon Wing operated a booth at the Boat and Trailer Show, held in Portland's Memorial Coliseum. Throughout the run of the show, an average of eight CAP personnel were on duty at the booth and hundreds of CAP pamphlets were passed out. The booth maintained two-way radio communications with the wing information office to expedite operations.

Change of Address

NEW YORK CITY—Col. Jess Strauss, New York Wing commander, recently announced the wing headquarters has been moved to the State Armory. New Address is 68 Lexington Ave., and the telephone number Oregon 9-4471.

Committee Member

DALLAS, Tex.—The safety officer for Southwest Region, Lt. Col. I. J. Fisher, Jr., is one of a group of ten Dallas citizens who have been named by President Kennedy to attend a presidential conference on improving the safety of American workers. A veteran of more than 12 years with CAP, Fisher serves as civilian director of safety for the American Association of Oilwell Drilling Contractors.

First Aid Training

JACKSON, Tenn.—A course in first aid is being given to members of Madison County Squadron, Tennessee Wing. The opening address for the course was given by Col. Harry McLain, USA, post surgeon of Redstone Arsenal. Instructing the course is Thomas C. King, Huntsville-Madison County Red Cross Chapter.

Seattle Fair Meet

CHARLOTTE, N.C. — Lt. Col. William Everett, MER aerospace education director, and Joel Ely, MER liaison office staff, will attend the Sixth National Aerospace Education Conference, to be held in June in Seattle, Wash. One day of the conclave has been scheduled for all conferees to attend the world's fair.

Leading Region List

WASHINGTON—National Capital Wing has completely processed 45 Owner Pilot Specialist applications, with 55 others pending, for a total of 100. This figure makes the wing top OPS recruiter in Middle East Region.

Princess Flight Member

TUCSON, Ariz.—Pat Stell, a former cadet with the Tucson CAP Squadron recently was elected to the Princess Flight of the AFROTC unit at Stanford University. Composed of eight girls, the Princess Flight plans special social functions for the AFROTC cadets.

Chaplain Honored

JEFFERSON CITY, Mo.—The Rev. Earl-Clayton Grandstaff, retired USAF chaplain, and member of the Capitol City Composite Squadron, recently was elected president of the American Protestant Correctional Chaplains Association. The election was announced at a recent meeting in Columbus, Ohio.

OPS Progress

WASHINGTON COUNTY, Minn. — The Washington County CAP Squadron, Minnesota Wing, recently signed up six mission pilots and one female observer. Now available to CAP for search missions are Pilots Stewart Almleaf, Harvey Brown, Russ Gerber, Medric Godbout, Donald Kimble and Jim Thayer. Observer is Pat Peterson.

Conclave Postponed

NASHVILLE, Tenn.—The Southeast Region conference has been postponed until some time next October. Present plans call for the meeting to convene in the new Broadwater Beach Hotel in Biloxi, Miss. Dates will be announced later.

Alumni Forming

TULSA, Okla.—Former graduates of the Spartan School of Aeronautics are being sought for a new Spartan Alumni Association currently being formed of all former students and employees of the school. Interested persons should contact George Goodhead, P.O. Box 15852, Tulsa 15, Oklahoma.

Committee Meets

NATIONAL HEADQUARTERS—The National Commander's Training Committee will hold their Spring, 1962, meeting April 13-14, according to Lt. Col. Louise Thaden, committee chairman. The meeting has been scheduled for two days due to the importance and volume of agenda items. National will host the conferees.

Former Nevada Commanders Die in Desert Airplane Crash

RENO, Nev.—Two former Nevada Wing commanders lost their lives when their twin-engine, seven-passenger Aero Commander crashed in Monitor Valley, a remote, sparsely populated desert area in Nevada in mid-February. Newton Crumley, hotel owner and operator and former Nevada

state senator from Elko, had been in Palm Springs, Calif., for a golf tournament. E. J. Questa, president of the First National Bank of Nevada, joined Crumley for the flight to Elko to participate in a Shrine ceremony.

Questa was first commander of the Nevada Wing while Crumley was the fifth. Both were experienced pilots. Crumley, an ex-air Force officer and former air mail pilot, was president of the board of directors of the Holiday Hotel Association. A former regent of the University of Nevada, he was widely known as a sportsman and philanthropist and was a two-time member of the Caterpillar Club.

Questa, a native of Reno, had been associated with banking most of his career. Educated at the University of Nevada, he began his career with the Stockgrowers and Ranchers Bank in Reno. For a time he was with the Bank of America in San Francisco and then joined the First Bank of Nevada, later becoming president.

THE FLIGHT to Elko was cleared over Tonopah at 15,000 feet, but Crumley, the pilot and owner of the aircraft, asked for clearance to 17,000 feet due to icing. Permission was granted, but the pilot reported he couldn't make it and would try to return to Tonopah because of difficulty in controlling the aircraft. Nothing further was heard from the two fliers.

An immediate emergency was declared and rescue groups notified to join search activities. Nevada Wing personnel under mission command of Maj. James Helm, CAP, were alerted and, through estimated plotting of the possible track of the lost aircraft, began the search in the Monitor Valley area.

Flying conditions were so uncertain the Washoe Jeep Squadron, under Dr. Wesley Hall, CAP, and the Walker Lake Jeep Squadron under Lt. Larry Thornburg, proceeded to the search area at once. The Washoe Jeep unit drove all night to be on hand to search at the first opportunity.

An appeal for volunteers was broadcast and the response was immediate. Hundreds of calls poured into CAP headquarters, offering planes, pilots and ground personnel.

Two helicopters from Stead

AFB were in the vicinity and were made available to the mission coordinator. Both took to the air, but were continually forced back by the stormy weather.

It was during the second day of the search that a USAF helicopter, piloted by Maj. Jack Cannon, USAF, from Stead located the crashed Aero Commander. It hovered over the area until Senior Members Fred Keiper and Tom Carson of the Washoe Jeep Squadron arrived on the scene. They were joined almost immediately by Senior Members Robert McQuaid and Quincy McComas, who had approached from the opposite direction. The helicopter landed and the crew assisted the CAP members in the identification of the aircraft and its passengers.

The search, though short in duration, was massive, with hundreds of volunteers participating. The Reno and Carson City Ski Patrols, Air National Guard, Washoe County Sheriff's Posse, Army Reserves 25th Signal Detachment, Air Force, U.S. Forest Service and Civil Air Patrol units located throughout the area joined forces in the search.

Weather conditions were unfavorable throughout the period of the search. Low clouds, snow, slush and mud hampered the rescuers. It appeared the lost plane crashed into the ground out of control. The wreckage was strewn over a considerable area, but there was no evidence of fire.

(Ed. Note: The deaths of Crumley and Questa were noted in the March issue of CAP TIMES but no details were available at press time).

Lt. Col. C. J. Graham

MCCLELLAN AFB, Calif.—Lt. Col. Charles J. Graham, CAP, commander of Sacramento Valley Group 4, died suddenly of a heart attack on January 4, 1962.

Col. Graham joined CAP in March, 1959, and served as executive officer from June, 1959, until January, 1960, when he was named acting commander. He became commander of the group March 27, 1961. He served as a colonel in the U.S. Air Force during World War II.

Col. Graham was well known in the Sacramento area and throughout the state of California. He was especially active in the world of baseball. He was

associated with his father, who was part-owner of the San Francisco Seals and later the Sacramento Salons. Col. Graham was credited with adding many famous names to baseball.

He became comptroller of the Seals prior to Pearl Harbor and his service in the Air Force. In 1950, he became general manager of the Salons and held stock in the organization until 1957.

Col. Graham is survived by his widow, Mrs. Christine O'Toole Graham; a daughter, Christine R. Graham; a brother, Rev. Father Robert A. Graham, Society of Jesus, New York City, and a sister, Claire Graham Smith, of San Francisco.

More than 70 CAP members, seniors and cadets, including Col. Herbert Barnett, commander of the California Wing, and staff members formed a uniformed honor guard at the funeral services.

Arthur W. Glose

ALLENTOWN, Pa.—Arthur W. Glose, one of the three original founders of the Allentown squadron of Civil Air Patrol and a veteran pilot, died February 5 in Allentown Hospital. He was 63.

He had been active in CAP activities up until about a year ago, when he suffered a heart attack. Glose was a member of several Masonic organizations, and of the Quiet Birdmen of America, the Pilots Club at Allentown-Bethlehem-Easton Airport, and the Great Oak Club, the latter three all flying clubs.

He is survived by his wife, a son and four daughters. Funeral services were held on February 9 with interment in Arlington Cemetery, just north of Allentown.

The Pennsylvania Wing was represented at the funeral by Col. Phillip F. Neuweiler, Wing Commander; Lt. Col. Michael Hancharik, Wing Air Rescue Officer, and Maj. Tom Davis, Wing Information Officer.

Maj. Davis, representing the Wing Commander, also served as one of the pallbearers.

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Forest Fire Interrupts Biloxi Rifle Practice

BILOXI, Miss. — Members of the Biloxi CAP Squadron's rifle team recently conducted their first practice shooting session, which was interrupted by an emergency call to help fight a fire.

The team was participating in shooting practice on the Keesler AFB firing range under the supervision of SSgt Ray Mixson, rifle team coach and small arms instructor.

During the practice firing, the cadets were called upon to help fight a fire in nearby DeSoto National Park. A Keesler Fire truck, with A1C George Montz in charge, was at the scene of the blaze.

According to Montz, the CAP cadets were instrumental in preventing the fire from spreading and, without their aid, the fire could have "gone out of control."

The rifle team was organized under the direction of CWO William Frazer, commandant of cadets, and Maj. Odes E. Robinson, Biloxi unit commander.

Coach Mixson commented that the cadet riflemen show "very good prospects" and he hoped to have the team ready for competition in the very near future.

Official Lauds Search Flights

RENO, Nev. — Jordan J. Crouch, vice-president of the First National Bank of Nevada, wrote Col. Paul C. Ashworth, USAF, national commander, bringing to his attention the participation by Nevada Wing members in the recent search for E. J. Questa, former president of the bank, and Newton Crumley, who lost their lives in an airplane crash.

Crouch stated: "Over the past 12 years, these units have achieved an outstanding reputation for the valuable service they render. We feel we cannot commend too highly the Civil Air Patrol for its invaluable and timely service."

Colonel Ashworth forwarded a copy of Crouch's letter to the Nevada Wing commander, and in his own letter of commendation stated: "The exceptional manner of performance of duty by units and personnel of the Nevada Wing reflects the highest credit upon your wing and Civil Air Patrol nationwide." Ashworth closed his letter by saying: "Please extend my personal congratulations on a job well done . . . We are proud of them all."

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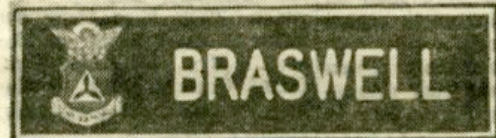


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Information Programs Selected for Awards

(Continued from Page 1)

Information program in the nation. Competition was close in the group category. Second place went to Flint Group I, Michigan, Capt. Nola Henderson, IO, while South-eastern Group, Wisconsin, Maj. Eunice A. Grobe, IO, took third place. Maj. Grobe's IO program was named tops in 1959.

Two other group contenders made the selections difficult. They were Group III, Colorado, Maj. Lawrence Reibschied, IO; and Mt. Diablo Group VIII, California, Maj. Evelyn Musser, IO. Maj. Musser was the 1960 group category winner in last year's competition.

THE OUTSTANDING squadron information program in the nation, named from among the more than 2000 separate units at the grass roots level of CAP, was the Gen. Carl A. Spaatz Squadron 807, Boyertown, Pa., Capt. Elizabeth J. Magners, IO.

Seven of the nation's top squadrons battled it out in the finals with Parkersburg Composite Squadron, W. Va., Lt. Betty L. Mitchell, IO, selected as second place winner; and Lt. Gabriel Cadet Band

Squadron #11, Monrovia, Calif., SM Fern R. Ohaver, IO, garnering third place.

Other top contenders in the squadron competition included: Plain Township Composite Squadron, Leesburg, Ind., Cadet Lt. Lorraine A. Richards, IO; Naples Composite Squadron, Naples, Fla., Lt. Mollie Spencer, IO (1959 winner); Vancouver Composite Squadron, Vancouver, Wash., (Ore. Wing), Capt. Lillian Cox, IO; and Mid-City Composite Squadron 401, Hudson, Ohio, Lt. Pierrette Wise, IO.

According to officials, the National Information Awards program has provided the incentive for the most successful nationwide information program ever conducted in CAP. The awards program was introduced in April 1960.

This year's response in nominations greatly exceeded that experienced last year, although a lack of nominations was still noticeable in the group category and a few wings did not nominate their squadrons.

The complete results of the 1961 information program evaluation as determined by the National Awards Committee is listed below:

8 Top Wings—National Rating

- | | |
|---------------------------------------|----------------------------------|
| 1. Minn. Maj. Robert E. Kost | 5. Ore. Col. Hugh L. Angle |
| 2. Mich. Maj. Roger H. Burgess | 6. Colo. 2d Lt. Martha Cowan |
| 3. W. Va. Lt. Col. Melvin E. Hollar | 7. Maine Maj. Arthur Hawkes |
| 4. Ala. Lt. Col. Henry L. LeMein, Jr. | 8. Ark. Lt. Col. Phillip G. Back |

Following are the region standings of wings and their IOs as selected by the region IOs:

Northeastern Region

1. Maine Maj. Arthur S. Hawkes
2. Conn. Maj. Kathleen V. Backus
3. R.I. 1st Lt. Patricia C. Shay
4. Pa. Maj. Tom Davis
5. N.J. Lt. Col. Frederick S. Bell
6. N.Y. Lt. Col. Ralph Mancebo
7. Mass. Capt. Virginia Adams
8. N.H. Maj. Dorothy M. Haselton
9. Vermont 2d Lt. Darcy A. Baccell

Great Lakes Region

1. Mich. Maj. Roger H. Burgess
2. Wis. Lt. Col. Wilber E. Cole
3. Ohio Capt. Bettie Swindler
4. Ky. Capt. Paul R. Hadley
5. Ill. 1st Lt. Laura Nissen
6. Ind. Capt. Robert McQueen

Pacific Region

1. Ore. Lt. Col. Hugh L. Angle
2. Calif. Capt. Valerie K. Gill
3. Hawaii Lt. Col. Helen Y. Tam
4. Alaska Lt. Col. Roman Malach (Acting IO)
5. Nev. Maj. Jean D. Purinton
6. Wash. S/M Glen J. Durblo

North Central Region

1. Minn. Maj. Robert E. Kost
 2. Kans. Maj. Leo C. Ireland
 3. Iowa 1st Lt. Ronald A. Stanley
 4. S. Dak. 1st Lt. Doane E. Wood
- (No further standings announced by region)

Middle East Region

1. W. Va. Lt. Col. Melvin E. Hollar
2. Md. Lt. Col. Arthur C. Robidoux
3. Del. Capt. Philip Toman
4. Va. Lt. Col. Olin B. Webster
5. Natl. Cap. Lt. Col. Philip H. Rich
6. S.C. Capt. Arthur L. Herbert
7. N.C. Lt. Col. Ervin Melton, Jr.

Southeastern Region

1. Ala. Lt. Col. Henry LeMein, Jr.
2. Fla. Lt. Col. E. J. Campeau
3. P.R. Maj. Ramon Valdes, Jr.
4. Tenn. Capt. Bob L. Halston
5. Ga. Lt. Nell Fraser
6. Miss. Lt. Col. Bob Hand

Southwestern Region

1. Ark. Lt. Col. Phillip G. Back
- (No further standings announced by region)

Rocky Mountain Region

1. Colo. 2d Lt. Martha Cowan
2. Idaho 1st Lt. E. C. Woods
3. Mont. Maj. Walter H. Marshall
4. Utah S/M Jessie Olsen
5. Wyoming Capt. William Osborne, Jr.

Nominations of the outstanding group information programs and their IOs are listed below as nominated by those wings having groups in their organizational structures:

Wing	Group	Location	Information Officer
Alaska	(Did not nominate)		
Ariz.	Group 5	Yuma	S/M Arawista D. Ludwig
Calif.	Mt. Diablo Group 1	Concord	Maj. Evelyn E. Musser
Colo.	Group 3	Colorado Springs	Maj. Lawrence Reibschied
Conn.	Fairfield Co. Group	Milford	Maj. Floyd Blackmon
Fla.	NE Florida Group 2	Jacksonville	Maj. Robert C. Park
Hawaii	Maryknoll Cadet Group	Honolulu	C/Maj. Elliott Chamizo
Ill.	Group 9	Champaign	Lt. Robert Shaver
Ind.	Group 13	Evansville	Lt. Loretta M. Baskett
Iowa	(Did not nominate)		
Kans.	(Did not nominate)		
Ky.	(Did not nominate)		
Mass.	(No information officers assigned)		
Minn.	Group 2	Greenfield	S/M Charles Ogren
Mo.	Flint Group 1	Flint	Capt. Nola A. Henderson
Nat. Cap.	(Did not nominate)	International Falls	Lt. Cleve F. Costley
Nebr.	(Did not nominate)		
N.J.	(Did not nominate)		
N.Y.	(Did not nominate)		
N.C.	Group 4	Asheville	Lt. Col. Earl T. Freeman
N. Dak.	(Did not nominate)		
Ohio	Group 7	Wright-Patterson AFB	Lt. Norma Price
Pa.	(Did not nominate)		
Tenn.	Group 4	Oak Ridge	Maj. Ellen Queener
Tex.	Group 8	Austin	Capt. Joseph H. Myers
Wash.	(Did not nominate)		

Wing nominations of the outstanding squadron information programs are listed below by region:

Great Lakes Region			
Ill.	Joliet Comp. Sq.	Joliet	
Ind.	Plain Township Comp. Sq.	Leesburg	
Ky.	Kenton Co. Comp. Sq.	Erlanger	
Mich.	Lansing Sq. 637-1	Lansing	
Ohio	Mid-City Comp. Sq.	Hudson	
Wis.	Janesville Comp. Sq.	Janesville	
Southeastern Region			
Ala.	Evergreen Comp. Sq.	Evergreen	
Fla.	Naples Comp. Sq.	Naples	
Ga.	Griffin Comp. Sq.	Griffin	
Miss.	Biloxi Comp. Sq.	Biloxi	
P.R.	Mayaguez Cadet Sq. 1	Cabo Rojo	
Tenn.	Raleigh-Bartlett Sq.	Memphis	
Northeastern Region			
Conn.	Niantic Cadet Sq.	Niantic	
Maine	Hancock Co. Comp. Sq.	Ellsworth	
Mass.	South Shore Cadet Sq.	Dedham	
N.H.	Jaffrey Cadet Sq.	Jaffrey	
N.J.	Florham Park Comp. Sq.	Florham Park	
N.Y.	(Did not nominate)		
Pa.	Gen. Carl A. Spaatz	Boyertown	
R.I.	E. Providence Comp. Sq.	East Providence	
Vermont	(Did not nominate)		



NATIONAL INFORMATION AWARD Presented to

REGION
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MINNESOTA

GROUP
GROUP III, ARTHURDALE, W. VA.

SQUADRON
GEN CARL A. SPAATZ SQ 807
BOYERTON, PA.

For outstanding services rendered in support of the Civil Air Patrol INFORMATION PROGRAM for the year of 1961

Paul C. Ashworth
PAUL C. ASHWORTH
Colonel
United States Air Force

Middle East Region

- | | | |
|------------------------------|------------------|----------------------------|
| Del. Dover Cadet Sq. | Dover | 1st Lt. Elizabeth M. Hayes |
| Md. Catonsville Comp. Sq. | Catonsville | Capt. Edward C. Fellingner |
| Natl. Cap. Wheaton Cadet Sq. | Washington, D.C. | C/Lt. Milt Tipperman |
| N.C. Asheville Comp. Sq. | Asheville | S/M Lois Brown |
| S.C. Florence Comp. Sq. | Florence | Maj. Karl M. Shuler |
| Va. Augusta Comp. Sq. | Staunton | W/O Dennis M. Sutton |
| W. Va. Parkersburg Comp. Sq. | Parkersburg | Lt. Betty L. Mitchell |

North Central Region

- | | | |
|---------------------------------|---------------------|--------------------------|
| Iowa (Did not nominate) | | Capt. Ronald C. Weinsaff |
| Kans. Shawnee Mission Comp. Sq. | Shawnee | Lt. Cleve F. Costley |
| Minn. International Falls Comp. | International Falls | |
| Mo. (Did not nominate) | | |
| Nebr. Offutt Comp. Sq. | Offutt AFB | Capt. Ted Bagan |
| N. Dak. (Did not nominate) | | |
| S. Dak. (Did not nominate) | | |

Southwestern Region

- | | | |
|-------------------------------|-------------|-------------------------|
| Ariz. Bagdad Comp. Sq. 603 | Bagdad | Lt. Thatah I. Gibson |
| Ark. Hot Springs Comp. Sq. | Hot Springs | Capt. Dorothy M. Hops |
| La. Moisant Cadet Sq. | Metairie | C/3C Cynthia M. Lees |
| N. Mex. Silver City Cadet Sq. | Silver City | Lt. Col. M. A. Kinney |
| Okl. Enid Comp. Sq. | Enid | Lt. Col. John W. Taylor |
| Tex. Irving Comp. Sq. #222 | Irving | W/O Gerald D. Ferris |

Rocky Mountain Region

- | | | |
|--------------------------|----------|---------------------|
| Colo. Pueblo Comp. Sq. | Pueblo | Lt. Irene Techovich |
| Idaho Lewiston Comp. Sq. | Lewiston | Lt. James O. Morrow |
| Mont. Kalspell Comp. Sq. | Kalspell | C/Lt. Anne Kunda |
| Utah (Did not nominate) | | |
| Wyo. (Did not nominate) | | |

Pacific Region

- | | | |
|---------------------------------|----------------|-----------------------|
| Alaska Fairbanks Comp. Sq. | Fairbanks | Lt. Pearl Laska |
| Calif. Lt. Gabriel Cadet Sq. 11 | Monrovia | S/M Fern R. Ohaver |
| Hawaii Port Allen Comp. Sq. | Kalaheo, Kauai | Lt. Cheryl Eguchi |
| Nev. Walker Lake Comp. Sq. | Babbitt | Lt. Nadine V. Leffler |
| Ore. Vancouver Comp. Sq. | Vancouver | Capt. Lillian Cox |
| Wash. (Did not nominate) | | |

Husband-Wife Team Aids New Mexico Air Search

CLIFF, N. M. — Mr. and Mrs. Fred McCauley of Cliff recently became the first husband-and-wife team to fly in an emergency air search under the newly-organized Owner-Pilot Specialist program in New Mexico Wing.

The McCauleys offered their services and plane for a recent search mission, and were soon on their way to Farmington to report for an official search.

Reporting in after their return home, McCauley said that searching was not a new experience to him, as he has unofficially searched for downed aircraft on his own whenever one was reported missing.

Mrs. McCauley expressed satisfaction in having joined the

search. She felt that Civil Air Patrol deserved congratulations for having conducted such a well-organized mission. She also expressed belief that it was the duty of every pilot and plane owner to join OPS and lend their services.

The McCauleys have been flying for business and pleasure for years. They have their own airstrip at their ranch at the Cliff area. Mrs. McCauley was the Grant County entry in the 1961 Powder Puff Derby, women's cross-country race.

Trophy Donated

CHARLOTTE, N.C. — Maryland Wing Commander, Colonel William M. Patterson, CAP, has donated a trophy, in the name of the Middle East Region, to be awarded to the CAP Wing adjudged to have the best information program within Middle East Region. A similar trophy, to be awarded to the best information program at squadron level, has been donated in the West Virginia Wing.

New Training Director

A professor at the University of South Carolina, Lt. Col. Thomas H. Wilson, has been named to the Middle East Region staff as senior training director. A longtime CAP member and a pilot, Col. Wilson calls Columbia, S.C., home.

Audio-Visual Material Produced at National

By BETTY G. DICKENS

NATIONAL HEADQUARTERS—One of the most interesting and active sections at National Headquarters is the Directorate of Audio-Visual Training Aids, a subsection of the Aerospace Education deputation.

Under the direction of Charles J. Wood, the Audio-Visual section — commonly known as the art shop — plans and develops audio-visual aids for the Civil Air Patrol training and education programs. As a primary function, the section illustrates the CAP manuals and prepares color-sound filmstrips, working hand-in-glove with writers and other Aerospace Education personnel.

By no means is audio-visual work limited to illustrating manuals and producing filmstrips, as comprehensive and time consuming as this in itself may be. Their activities are far too numerous to list here; however, a few examples, such as appear in this issue of the CAP TIMES, show the scope of the tasks accomplished.

Audio-visual personnel plan, design, and prepare rough-to-finish art for such varied requirements as posters and placards, movies and maps, Christmas cards and covers, displays and decals, slides and schematics, models and murals, calendars and cartoons.

Among other things, they design and prepare graphs, charts, exhibits, badges, plaques, transparencies, and certificates. They prepare layouts, sketches, line drawings, halftones, and paintings, using pastels, watercolors, charcoals, oils, pen and ink, etc.

The staff illustrates leaflets, pamphlets, booklets, guides, handbooks, manuals, brochures, and newsletters. They dramatize scripts and prepare miscellaneous audio-visual training aids. In short, audio-visual projects cover the entire gamut of creative artwork.

THE AUDIO-VISUAL office did not always exist, nor did it develop overnight. However, in just six years, the division has grown from a low-budget, one-man, one-project operation into a well-organized, comparatively well-staffed subsection which annually completes scores of projects involving hundreds of pieces of art of every imaginable type.

Today's audio-visual operation is a far cry from this meager beginning. Now it is located in a large, well-lighted studio, lined with built-in, counter-top cabinets for storing odd-sized art supplies and pieces of finished art.

Each of the three staff members works at a large drawing table, beside a taboret filled to overflowing with artist's paraphernalia—tiered lazy susans full of multicolored pencils, pens, and brushes; cements and glues; chalks and crayons; scissors and knives; and various sizes and kinds of tape. The section also has an air brush, a hot press, and projection equipment to use in preparing finished artwork.

Underlying the growth and success of the audio-visual section is the creativity, imagination and hard work of the staff members. The thing which most characterizes the art shop, the thing which usually impresses visitors most is not the color nor the strangeness of the studio-office and its equipment and supplies. It is the bustle and activity of the staff. All the members of the section are extremely well-qualified, talented artists. The director of the division is Charles J. Wood; his assistant is James O. Johnson; and illustrator is SSgt. James E. Tapp, USAF.

CHARLES J. WOOD was born and raised in Newark, N.J. After studying law at Fordham University for a semester, Mr. Wood de-

cided to make art his career. His serious art study began at Phoenix Art Institute in New York City, where he studied under Norman Rockwell.

Later he enrolled at the Newark School of Fine and Industrial Arts, and finally spent three years at the National Academy of Design in New York. After graduating from the National Academy, Mr. Wood became a freelance artist and worked for several book companies, including Grosset and Dunlap, Bourgy and Curl, and Standard Publications. In 1952 he went to work for the Federal Government in Washington, D.C., at the newly established Federal Civil Defense office. He remained with that agency for five years, in Washington, D.C., and Detroit, Mich.

For approximately eight years during the period between 1938 and 1957, Mr. Wood also taught art, both full time and part time, at night school. In 1957 he returned to Washington, D.C., and accepted a position as assistant director of Audio-Visual at Headquarters CAP-USAF. He was promoted to director of the division in 1959.

JAMES O. JOHNSON was born in Nebraska and raised in Tennessee. He attended prep school in Chattanooga, Tenn., and studied engineering at the University of Alabama.

He served as a B-29 pilot during World War II. After the war he returned to school and received his B.A. degree from the University of Chattanooga in 1948. After earning his Bachelor of Fine Arts degree from Pratt Institute at Brooklyn, N.Y., in 1951, Mr. Johnson owned and operated an advertising agency in New York City for several years.

In 1960 he joined the Headquarters CAP-USAF staff as assistant director of Audio-Visual. Being extremely interested in flying, aerospace education, and working with young people, Mr. Johnson joined Civil Air Patrol in 1958 and has achieved the rank of captain. He is currently serving as an advisor to CAP squadrons in the Houston area.

THE THIRD MEMBER of the Audio-Visual staff is SSgt. James E. Tapp. Born and raised in Virginia, Sergeant Tapp began his art study in 1947 while attending high school in Chase City. Since that time he has taken numerous correspondence courses on art from institutions such as the Washington School of Art, Washington, D.C., and Famous Artists, Westport, Conn.

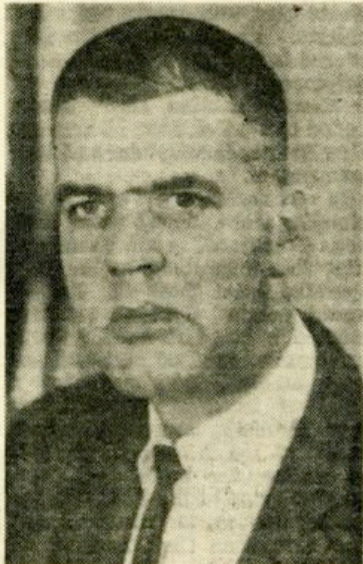
In 1952, he won the Latham Foundation International Poster contest, being selected the winner over 12,000 other entries. From 1950 to 1953, Sergeant Tapp served in the U.S. Air Force as a member of the Air Police. At the completion of his tour in 1953, he enrolled in the renamed Phoenix School of Design in New York, which he attended for almost two years.

He re-enlisted in the Air Force in 1955, and in 1956 was assigned to Headquarters CAP-USAF as an administrative clerk. In 1959 he succeeded in changing his

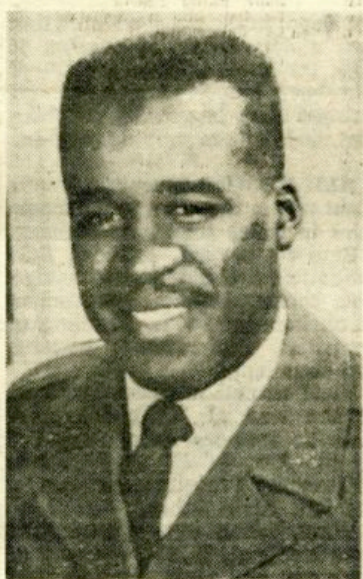
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CHARLES J. WOOD



JAMES JOHNSON



JAMES E. TAPP

career field and transferred to the Audio-Visual office, where he is now assigned as an artist-illustrator.

Because of the unique backgrounds and creative contributions of its staff members, Audio-Visual is truly an integral and rapidly growing part of Civil Air Patrol.

APRIL, 1962

CAP TIMES 17

LETTERS

(Continued from Page 4)

a very competent suggestion, and it would do much to further our organization as well as make our members more readily identifiable.

However, last year the State of Illinois for the first time incorporated letter prefixes on its license plates for private passenger cars. Prior to this time the letters had been restricted to plates displayed on trucks, buses, taxis, emergency vehicles, those vehicles belonging to radio hams, and disabled veterans' cars. The new "letter plates" are composed of two—and only two—letters followed by four-digit numbers.

Considering that it took the state so long to use the letters, I wonder how willing it would be to initiate a three-letter plate, not to mention the added expense of production and record-keeping. Perhaps if told that this idea would serve not only to assist CAP members but also to increase the prestige of the state itself, the state might see its way clear to endorse the new system. After all, the radio hams rate special plates, so why not an organization of equal importance?

My idea of the perfect "CAP plate" would be to have the prefix letters "CAP" followed by a designated number and have the colors reversed in relation to the regular issue of plates. A second suggestion would be to use the letters "CAP" and a number and have the plates colored red and blue on a white background. In either case it would be eye-catching and easily recognized.

Cadet Wolchetshe mentioned a conversation on the subject with a state senator that he knew personally. The senator said that this "CAP plate" arrangement would be possible.

SM MARGARET J. ENGEL
3601 S. Home Ave.,
Berwyn, Ill.

(Ed. Note — The idea of a "CAP plate" is not new. CAP TIMES has received several letters on the subject. Let's hear from other readers, pro or con, on this suggestion for more recognition for CAP members.)

First Workshop Set

The North Carolina Wing will hold its first aerospace workshop this year at High Point College, High Point, N.C. A heavy enrollment is expected.

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Congressional Banquet Guest List

This is a partial list of acceptances as of March 15. Other acceptances received after that date, will be published in the May issue of CAP Times.

SENATORS

John Sparkman — Ala.
J. Caleb Boggs — Del.
B. Everett Jordan — N.C.
Harry Flood Byrd — Va.
Robert C. Byrd — W. Va.
Paul H. Douglas — Ill.
Vance Hartke — Ind.
Philip A. Hart — Mich.
Alexander Wiley — Wis.
John L. McClellan — Ark.
Allen J. Ellender — La.
Russell B. Long — La.
Dennis Chavez — N. Mex.
A. S. Mike Monroney — Okla.
Ralph Yarborough — Tex.
Eugene J. McCarthy — Minn.
Stuart Symington — Mo.
Carl T. Curtis — Neb.
Quentin N. Burdick — N. Dak.
Francis Case — S. Dak.

Karl E. Mundt — S. Dak.
Frank Church — Idaho
Henry Dworshak — Idaho
Frank E. Moss — Utah
Gale W. McGee — Wyo.
Edmund S. Muskie — Me.
Leverett Saltonstall — Mass.
Benjamin A. Smith — Mass.
Maurice J. Murphy, Jr. — N.H.
Clifford P. Case — N.J.
Kenneth B. Keating — N.Y.
John O. Pastore — R.I.
Jack MacKenzie — Pa.
(for Hugh Scott)
Winston L. Prouty — Vt.
E. L. Bartlett — Alaska
Ernest Gruening — Alaska
Oren E. Long — Hawaii
Howard W. Cannon — Nev.
Henry M. Jackson — Wash.
Warren G. Magnuson — Wash.

CONGRESSMEN

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Jackson E. Betts — Ohio
L. H. Fountain — N.C.
J. Vaughan Gary — Va.
J. Floyd Breeding — Kan.
Ben Reifel — S. D.
Frank Kowalski — Conn.
Chester E. Merrow — N.H.
Herbert C. Bonner — N.C.
Harold D. Cooley — N.C.
Alton Lennon — N.C.
Basil L. Whitener — N.C.
W. J. Bryan Dorn — S.C.
Watkins M. Abbott — Va.
John A. Blatnik — Minn.
William J. Randall — Mo.
Hjalmar C. Nygaard — N.D.
Robert N. Gialmo — Conn.
Torbert H. Macdonald — Mass.
Frank J. Becker — N.Y.
Eugene J. Keogh — N.Y.
Adam C. Powell — N.Y.
Samuel S. Stratton — N.Y.
William M. McCulloch — Ohio
John W. Byrnes — Wisc.
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Paul C. Jones — Mo.
Emilio Q. Daddario — Conn.
William H. Bates — Mass.
Peter W. Rodino, Jr. — N.J.
David N. Henderson — N.C.
Horace R. Kornegay — N.C.
Charles Raper Jonas — N.C.
Roy A. Taylor — N.C.
Thomas N. Downing — Va.
William M. Tuck — Va.
Odin Langen — Minn.
Richard H. Ichord — Mo.
E. Y. Berry — S.D.
Clifford G. McIntire — Me.
George M. Wallhauser — N.J.
James J. Delaney — N.Y.
John H. Ray — N.Y.
Jacob H. Gilbert — N.Y.
Howard W. Robinson — N.Y.
Victor L. Anfuso — N.Y.
William J. Green, Jr. — Pa.
J. Irving Whalley — Pa.
James A. Haley — Fla.
Marguerite Stitt Church — Ill.
Lindley Beckworth — Tex.
Bob Casey — Tex.
Roland V. Libonati — Ill.
John B. Anderson — Ill.
Paul Findley — Ill.
Richard L. Roudsbush — Ind.
Frank W. Burke — Kan.
August E. Johansen — Mich.
Emanuel Celler — N.Y.
Frank M. Clark — Pa.
Graham Purcell — Tex.
John Lesinski — Mich.

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Office of the Secretary of the Air
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USAF Vice Chief of Staff
Gen. Carl A. Spaatz, USAF (Ret.)
20th Anniversary Banquet Chairman
Gen. Bernard A. Schriever, USAF
Commander, AF Systems Command
Lt. Gen. Gordon A. Blake, USAF
Commander, CONAC
Lt. Gen. Joe W. Kelly, USAF
Commander, MATS
Maj. Gen. Richard M. Montgomery,
USAF
Asst. Vice Chief of Staff, USAF
Maj. Gen. Lucas V. Beau, USAF (Ret.)
Former CAP National Commander
Maj. Gen. Brooke E. Allen, USAF
Commander, Headquarters Command,
USAF

Maj. Gen. Daniel E. Hooks, USAF
Commander, Office of Aerospace
Research
Maj. Gen. Chester E. McCarty, USAF
Asst. CS, Reserve Forces, USAF
Maj. Gen. Arno H. Luehman, USAF
Director, Office of Information, SAF
Maj. Gen. Winston P. Wilson, USAF
Deputy Chief, National Guard Bureau
Maj. Gen. Harold W. Grant, USAF (Ret.)
Deputy Administrator, FAA
Maj. Gen. Thomas C. Musgrave, Jr.,
USAF
Director, Office of Legislative Liaison,
Office of Secretary of the Air Force
Brig. Gen. Robert P. Taylor, USAF
Deputy Chief of Chaplains, USAF
Former CAP National Chaplain
Brig. Gen. Joseph A. Cunningham, USAF
Commander, Air Rescue Service
Col. Elizabeth Ray, USAF
Director of WAF, USAF

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C.B.E., A.F.C.
Air Attache, British Embassy
Air Commodore Robert A. Cameron,
C.D.
Air Attache, Embassy of Canada
Mr. A. R. Smith, President,
The Air Cadet League of Canada
Wing Commander L. G. Virr, Royal
Canadian Air Force
Air Cadet Liaison Officer,
(Representing Air Marshal H. L. Camp-
bell, C.B.E., Chief of Air Staff, RCAF)
Mr. N. E. Halaby, Administrator,
Federal Aviation Agency
Col. D. Harold Byrd, CAP
Former chairman, CAP National Board
Mr. Sam Pryor, Jr., Executive Vice
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Mr. Gill Robb Wilson, Publisher,
"Flying" Magazine
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Director,
Optimist International
Mrs. Louise M. Smith,
President, The Ninety-Nines, Inc.
Mr. Milton Caniff, Cartoonist,
(Creator of "Steve Canyon" comic
strip)
Mr. J. B. Harriman, Jr., President,
Aircraft Owners and Pilots Association
Mr. Russell A. Lambert, Vice President,
Air Cadet League of Canada
Mr. C. Douglas Taylor, Honorary
President,
Air Cadet League of Canada
Mr. Arthur Macdonald, General
Manager,
Air Cadet League of Canada
Mr. George D. Hardy, National
Secretary,
Air Force Association
(Representing Brig. Gen. Joseph J. Foss,
AFA president)
Mr. Zack Mosley, Cartoonist
(Creator of "Smilin' Jack" comic strip)
Gen. Elwood R. Quesada USAF (Ret.)
Washington Senators Baseball Club

Army Men Join Cadets In Training

By MAJ. TOM DAVIS, CAP

HAWK MOUNTAIN, Pa. — A total of 227 Pennsylvania cadets received basic and advanced instruction at the wing's annual winter Ranger survival school held recently at the Ranger training base in the heart of the Blue Mountains, 34 miles northwest of Allentown, Pa.

Cadets reported into the base for registration after traveling from squadrons throughout the state in private cars, unit trucks and other vehicles. They were promptly ordered to fall in for inspection of equipment, this being carried out by Ranger Section staff officers headed by Lt. Col. John N. Weaver, Wing Ranger Commander and base commandant.

He was assisted by Capt. Bryan Schaeffer, John McNabb and Clarence Green, all staff members. After this inspection, basics were separated from those for the advanced training. Groups were then assigned to two U.S. Marine Corps non-commissioned officers and one Navy medical corpsman for a series of lectures. The Marines were Gunnery Sergeant Michael Pavick of the Allentown Recruiting station, for basic, and Corp. Joseph Kuzma of the Pottsville Recruiting Station, for advanced, and Navy Corpsman Carl Gush of Allentown.

The 972nd Signal Company, U.S. Army, stationed at Tobyhanna Signal Depot in the Pocono Mountains, sent a detachment of 18 men to take the course. Once all troops had been inspected and lectures finished they began the problems that made up the training program.

ALL TROOPS bivouacked over night within the areas in the mountains in which they were training.

Subjects covered included field sanitation, first aid, ground navigation, communications, construction of shelters in woods, handling of casualties, and search patterns and techniques.

Field church services were held at the base at Hawk Mountain. Catholic services were conducted by the Rev. George P. Schneider of Bromalt; Protestant services by the Rev. Alvin Paine.

Wing liaison officer, Maj. William Nelligan, USAF, reported to the camp and made the overnight field trip with the advanced group of cadets.

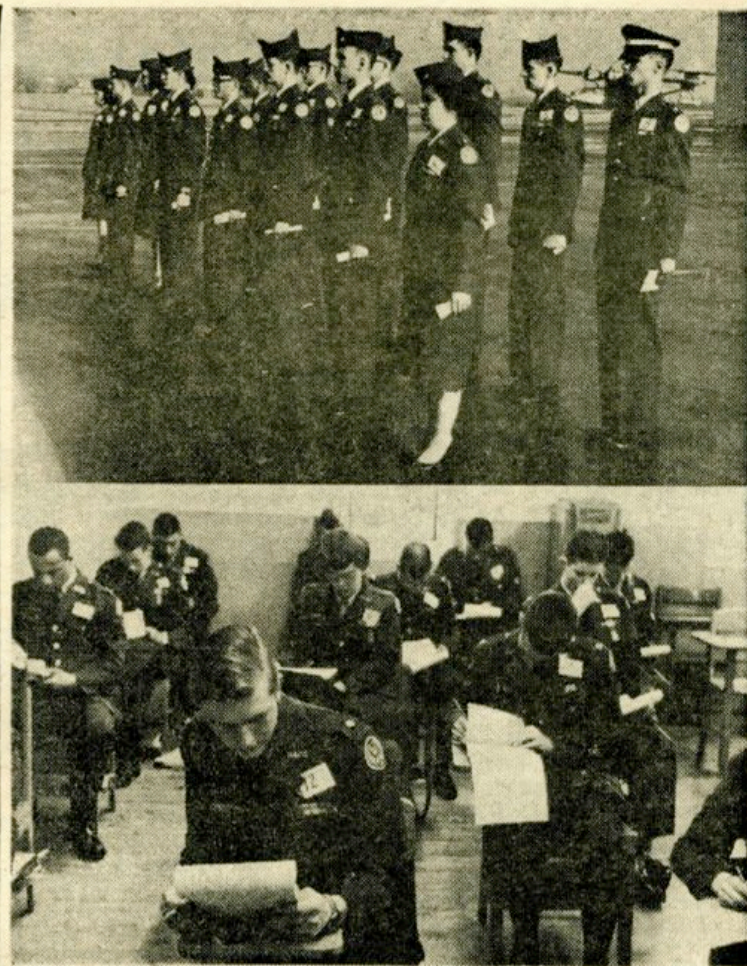
The Wing Ranger training base at Hawk Mountain was established some eight years ago and is used for both summer and winter training of cadets in the air and ground search and rescue program. The Ranger training program, however, has been running for 15 years.

The winter training is designed to test the effectiveness of ground personnel to operate under frigid or adverse weather conditions. Each cadet is required to provide his own food and shelter for a weekend in the deep woods.

Field communications this year were handled by Capt. Jack Silberlicht of the Honesdale Squadron, operating out of a new bus provided by the joint Junior-Senior High School Board at Honesdale. Personnel registered in from squadrons based in virtually every section of the state, there being 37 Ranger or ground interrogation teams in the wing.

Aid In Fire Safety

The Fayette Squadron of the Alabama Wing is now flying a Fire Patrol in conjunction with the State Conservation Department.



CADET COMPETITION—Twelve male and four girl cadets met the Pennsylvania Wing's Cadet Special Activities Selection Board recently to vie for positions in this year's program. The competition was held at Northeast Airport in Philadelphia. In top photo the candidates snap to attention for the drill phase of the testing. Part of the selection, in bottom photo, was based on a written test on the Phase II Cadet study course. Winners were announced by Col. Phillip Neuweiler, wing commander, when testing was concluded.

States Nominate Cadets For Key Summer Events

(Continued from Page 1)

ter-Wing Exchange Scholarship. This is the cadet's second year of competition, having won the Jet Age Orientation Scholarship last year.

ALBUQUERQUE, N. M. — Fifteen cadets of the New Mexico Wing recently appeared before a five-man selection board to vie for cadet special activities openings in this year's program.

Making up the selection board were Col. Homer Bigelow, Jr., wing commander; Lt. Col. Robert R. Swain, Deputy for Cadets; Maj. Ira Kessler, Air Inspector; Maj. Juanda Sawyer DeWitt, Director of Administration Services, and Capt. Roma Coats Kessler, Director of Personnel.

For the second year, five cadets from Albuquerque Composite Squadron I qualified for selection. This unit is commanded by Maj. Erwin C. Bartow.

The winning cadets and the activities for which they were named were as follows:

Cadet Maj. Richard F. Himebrook — International Air Cadet Exchange.

Cadet Lt. Lynn Brusin — 20th Anniversary Congressional Banquet.

Cadet Lt. Charles Pyetski — Jet Orientation Scholarship.

Cadet Lt. Raymond Alexander — Space Age Orientation Scholarship.

Cadet Capt. Jon T. Daffer — FAA Orientation Scholarship.

Cadet Lt. Carol Ann Sawyer — Jet Age Orientation Scholarship.

Cadet Lt. Patricia Cochrell — Inter-Region Exchange.

TYLER, Tex. — A distinguished panel of judicial, civic and educational dignitaries made up the

Cadet Special Activities Selection Board for the Texas Wing, which met recently at Texas Wing Headquarters in Tyler.

Serving on the board were Hon. Connally McKay, Judge of the 114th District Court; Hon. Harry Loftis, County Judge of Smith County; Hon. Craven Beard, Judge of Domestic Relations Court; Hon. Jerry Nasits, Mayor of Tyler; Dr. Harold Wood, Director of Curriculum, Tyler Independent School District; Rev. Herbert Roloff, Director of Wesley Foundation, Tyler Junior College; Capt. Frank Archibald, USN, Visual Aids Training Director for East Texas; Mr. Marvin Johnson, FAA, and Mrs. W. G. Watson, Business and Professional Women's Club.

The board announced that selections for the 20th Anniversary Congressional Banquet would be made at a later date. Col. Marcus Barnes, Texas Wing commander, will accompany to Washington the cadet finally selected for this event.

The Texas cadets selected and the activities for which they were selected are as follows:

International Air Cadet Exchange — Walter H. Wooten, Carl E. Gatlin, Ralph W. Dobyns, Alfonso H. Cavalier and David T. Keating. Named as alternate was Jerry B. Falk.

Jet Orientation Scholarship — John S. Beachy, with Watson M. Howell as alternate.

Space Age Orientation Scholarship — John V. Felter, with James S. Parchman named alternate.

FAA Orientation Scholarship — David M. Hart. Harry J. Perez was selected as alternate.

Jet Age Orientation Scholarship — Linda K. Cooke was named principal selectee with Marlene M. Rudner as alternate.

Inter-Region Exchange — Karen J. Cooke, Sharon J. Raitz and Sandra J. Hicks.

CAP Calendar

CAP Events

Nat'l Commanders Training	Apr. 12-15	Hq CAP-USAF
Committee Meeting		Ellington AFB, Tex.
Nat'l Board Meeting	May 6-7	Statler-Hilton Hotel Washington, D. C.
20th Anniversary Congressional Banquet	May 7	Statler-Hilton Washington, D. C.
Armed Forces Week	May 12-20	Nationwide
Armed Forces Day	May 19	Nationwide
Rocky Mountain Region Conference	May 25-27	Idaho (site undetermined)
Pacific Region Conference	June 8-10	San Francisco, Calif.
Jet Orientation Scholarship	June 24-30	Perrin AFB, Tex.
International Air Cadet Exchange	July 14-Aug. 14	International
FAA Orientation Scholarship	July 29-Aug. 5	Will Rogers Field Oklahoma City, Okla.
National Drill Competition	Aug. 5-9	AF Academy Colorado Springs, Colo.
Aerospace Age Orientation Scholarship	Aug. 5-11	Maxwell AFB, Ala.
Space Age Orientation Scholarship	Aug. 26-Sept. 1	Chanute AFB, Ill.
Southwestern Region Conference	Sept. 14-16	Site undetermined
Middle East Region Conference	Sept. 21-23	Sheraton-Belvedere Baltimore, Md.
Great Lakes Region Conference	Sept. 28-30	Louisville, Ky.
North Central Region Conference	Oct. 5-7	Fargo, N. D.
Northeastern Region Conference	Oct. 12-14	Hilton-Biltmore Hotel Providence, R. I.
Southeastern Region Conference	Oct. 25-28	Broadwater Beach Hotel Biloxi, Miss.

Aviation Events

Western Space Age Industries and Engineering Exposition	Apr. 25-29	University of Southern California San Francisco, Calif.
Meeting on Manned Space Flight Institute of Aerospace Sciences	Apr. 30-May 2	Hotel Chase St. Louis, Mo.
Annual Aviation Space Writers Assn. Conference	May 20-26	San Francisco, Calif.
Air, Space and Electronic Exposition	May 24-27	Dallas, Tex.
International Air Show	May 24-June 3	Turin Airport Turin, Italy
American Helicopter Society 18th Annual Forum	May 2-4	Sheraton-Park Hotel Washington, D. C.
12th All Woman's Int'l Air Race	May 25-June 3	Houston, Tex., to Nassau
Institute of Aerospace Science Meeting	June 19-22	Los Angeles, Calif.
U. S. Model Rocketry and Airplane Championships	July 9-13	Lackland AFB, Tex.
10th Annual Int'l Fly-In, Experimental Aircraft Assn.	Aug. 1-5	Rockford, Ill.
Nat'l Business Aircraft Assn. Annual Meeting	Oct. 2-4	Penn-Sheraton Hotel Pittsburgh, Pa.

Special Events

American Red Cross Nat'l Convention	May 14-16	Seattle, Wash.
Nat'l Convention, Reserve Officers Assn.	June 26-30	Las Vegas, Nev.
Air Force Assn. Convention	Sept. 19-23	Las Vegas, Nev.

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Snowstorms Reduce Attendance At Great Lakes Regional Meeting

WRIGHT-PATTERSON AFB, Ohio — A March snowstorm moving across the Great Lakes Region cut attendance considerably for the quarterly meeting of wing commanders and staff meetings scheduled here March 9-10.

Flights were cancelled because of the weather, and conferees resorted to automobiles and buses to reach this Ohio air base.

Although special staff meetings were hampered by personnel shortages due to the weather, most activities reported excellent progress and fruitful discussions.

One of the most successful meetings was held by the Great Lakes information officers, pre-

sided over by Lt. Col. Lloyd C. Dick, region IO. National's only representative at the conference was Lt. Col. Joseph H. Friedmann, USAF, national chief of information.

PRESENT for the IO conference were Col. Dick; Col. Friedmann; Maj. Helen B. Rhodes, assistant region IO; Capt. Gene Gilpin, new Kentucky IO; Capt. Bettie Swindler, new Ohio IO; Maj. Roger Burgess, Michigan IO; CWO Otis R. Herron, IO for Sq. 1, Louisville, Ky.; Capt. Nola Henderson, IO of Group 631, Flint, Mich.; Lt. Pierrette Wise, IO of Group XIV and Sq. 1401, Hudson, Ohio; and CWO James A. Gedra, IO of the Dayton-Gentile Sq. 704C, Dayton, Ohio.

Also present were Col. Ralph M. Shangraw and Lt. Col. Ray Johnson, Great Lakes Region commander and executive officer and

Maj. Norman E. Reeves, Great Lakes Region staff.

Col. John J. Thornhill, USAF, AF-CAP liaison chief, was also present along with Maj. Smith L. Von Fossen, USAF, and TSgt John C. Armstrong, USAF, of the region liaison office staff.

Maj. Ronald Greene, USAF, who is base information officer for Wright-Patterson AFB, was present for the meeting. He was AF-CAP liaison officer for the Illinois Wing from 1952 to 1956.

Lt. Joseph S. Wise, Group XIV and Sq. 1401, Ohio, also attended.

Most conferees departed immediately for their homes following adjournment because of the hazardous driving conditions caused by the snowstorm.

Special Project: Special Delivery

HONOLULU, Hawaii—When Lt. Joan Brooks was appointed communications special projects officer for the Hawaii Wing she never anticipated that her duties would include delivering babies.

Recently, while visiting Mrs. David B. Young wife of the wing deputy for communications, Lieutenant Brooks was forced into action by Mrs. Young's unexpected labor pains indicating a premature birth.

Lieutenant Brooks assumed the role of "mission commander" and completed a successful delivery of a 4 lb., 5 oz. boy. Mother and son were then rushed to the hospital by ambulance, where both are doing well.

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